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No. 20,815 第二萬零八百十五號 日八廿月三年子甲 HONGKONG, TUESDAY, APRIL 1ST, 1924 二拜禮 號壹月四年三十國民華中 PRICE $3 PER MONTH

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TIME-TABLE

WEEK DAYS.

6.30 a.m.,	7.10 a.m.	
7.10 „ to	8.00 „	every 15 minutes Stopping
8.00 „	8.30 „	„ 10 „ Stopping
	8.36 „	Non Stop
	8.37 „	Stopping
	8.47 „	Non Stop
	8.54 „	Stopping
	9.04 „	Non Stop
	9.11 „	Stopping
	9.20 „	Stopping
9.30 a.m. to	11.00 „	every 10 minutes Stopping
11.10 „ „	12.30 p.m.	„ 15 „ Stopping
	12.40 „	Non Stop
	12.47 „	Stopping
	12.57 „	Non Stop
	1.04 „	Stopping
	1.13 „	Non Stop
	1.29 „	Stopping
1.30 p.m. to	4.00 „	every 10 minutes Stopping
4.00 „ to	4.30 „	„ 15 „ Stopping
4.30 „ to	6.30 „	„ 10 „ Stopping
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SUNDAYS

7.50 a.m.	7.10 a.m.	
7.10 a.m. to	8.30 „	every 15 minutes
9.30 „ „	11.00 „	„ 10 „
1.15 „ „	12.00 noon	„ 15 „
2.00 noon „	1.00 p.m.	„ 10 „ Stopping
1.00 p.m. „	2.30 „	„ 15 „
2.30 „ „	4.30 „	„ 10 „
4.53 „ „	5.38 „	„ 15 „
5.30 „ „	6.30 „	„ 10 „
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SATURDAYS:
Extra Car—12 midnight.
HIGHT CARS—WEEKDAYS AND SUNDAYS
8.50 p.m., 9.00 p.m., 9.20 p.m.
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„ 15 „ „ 11.45 „ „ 15 „ Stopping
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Hongkong, 1st June, 923. [885

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	8.35	9.15	10.28	12.00	1.18	4.34	5.37	7.09
Yaumati .....dep.	6.51	...	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin .....dep.	7.03	...	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo .....dep.	7.17	...	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	...	9.57	11.08	12.38	1.56	5.13	6.07	7.49
Fanling .....dep.	7.33	...	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	9.13	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	9.19	10.19	11.29	12.58	2.16	5.33	6.27	8.09

Sundays & Public Holidays only.

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04

Sundays & Public Holidays only.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.20	2.20	6.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok...arr.	8.40	12.25	3.16	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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BOOK REVIEWS.

"*Tutankhamen and Other Essays.*"—By ARTHUR WEIGALL. (Thornton Butterworth, 15/-).

Tutankhamen has taken Europe by storm. He was laid to rest before Rome was heard of and, since the days of the twentieth dynasty, remained undisturbed until his tomb was discovered in November, 1922, by Howard Carter. Since the discovery we know a lot about what Tutankhamen had, but about what he did, or the political confusion of his time, we know little. It amounts to this. Tutankhaten was the son-in-law of the heretic king Akhenaten, whose second daughter, Ankhsenpeaton, he married. By virtue of the marriage he came to the throne in 1358 B.C. and reigned until 1351. He reverted from the worship of Aten, the Solar Disk, to the old religion, the worship of Amen, and changed his name from Tutankhaten to Tutankhamen and his wife's to Ankhsenamen. Before he died he appears to have led the Egyptian armies into Asia in an attempt to recover the Syrian colonies, which had been lost to Egypt during his father-in-law's reign. He was buried by his successor Ay, with a wonderful collection of furniture and valuables, in the Valley of the Tombs of the Kings which began to be used as a Royal Necropolis in 1501 B.C.

It is generally believed that Tutankhamen was a boy at the time of his succession. But Mr. Weigall suggests that Tutankhamen may have been the Court Chamberlain who was spoken of as Dudu during Akhenaten's reign. Dudu, or Tutu, as the most powerful official would have seized the throne and married the royal princess, either before or after, to legalise his succession. We shall know when the sarcophagus is opened and the mummy examined. Mr. Weigall also suggests that Tutankhamen was the Pharaoh of the Exodus. Hitherto Ramases II., who was the fifth monarch after Tutankhamen, is considered by most Egyptologists to be the Pharaoh who oppressed the Israelites.

Mr. Weigall was present at the opening of Tutankhamen's tomb as special correspondent of the *Daily Mail*. He has many interesting things to say and says them in an interesting way, illustrating his text with some very fine photographs. He can write vividly of the dim past, for his personal experience as Inspector-General of Antiquities for the Egyptian Government has steeped him in the atmosphere of temples, emblems and inscriptions. Those who are psychically inclined will find entertaining reading in the author's prognostications about Lord Carnarvon (page 53), the incident of the hawk (page 55) and the cobra (page 110), and the chapter on the malevolence of ancient Egyptian spirits. The author assures us he has an open mind towards the occult. "I do not think that the possibilities of that much under-rated factor in life's events, coincidence, have been exhausted in the search for an explanation of our tragedy. . . . I try to keep an open mind on the subject." Other readers will find more to interest them in "The Eastern Desert," "The Red Sea Highroad," and "The Gateway of the East." Archæologists will not agree with many of Mr. Weigall's views on the future of excavation, but on the whole the book is instructive and entertaining.—A.G.M.

"*A Vision of Morocco.*"—By V. C. SCOTT-O'CONNOR. (Thornton Butterworth, 25/-).

A new book by the author of "The Silken East" and "The Charm of Kashmir" is sure of a favourable reception. Mr. Scott-O'Connor has demonstrated his ability to write really good travel books. In addition to an absorbing interest in his subject—an essential qualification for good authorship—he possesses a romantic outlook and a flowing and vivid style.

The people of Morocco say of their country that the world is a peacock and Morocco is its tail. A thousand years ago the dark-skinned Moors came into Europe. They were a race of great builders and possessed a love of beauty rare amongst men. The Alcazar at Seville and Alhambra at Grenada testify to this fact. But when they were beaten back from Europe the greatness of Morocco ceased to be, doomed to death, not by the hand of man but the decree of Nature. The Sultans of Morocco no longer rule their land; the last of them, Sultan Abdul Aziz, lives in retirement at Tangier. But it is a country of many memories and peculiar charms, and Mr. Scott-O'Connor's facile pen provides abundant information about its buildings, customs and institutions.

He describes the old and the new Morocco. With him we travel to Fes, that old terraced city of Islam, and to Marrakesh, and see at both places the ancient Islamic colleges built by the Merinide Sultans, the most beautiful buildings in all Morocco. In the palace of El Beidi at Marrakesh are the tombs of the Saadien Sultans, of which "the innermost chamber is one of the world's beautiful things, lovelier than the Alhambra." The author takes us to Mazagan; Azzemmour, with its battlements and towers: Mogador, where "Great Atlas descends to bathe his feet in the Atlantic;" Tangier, the meeting-place of Europe and Africa and a by-word amongst cities; Safi, perhaps the most picturesque of the old Portuguese Presidos on the Mediterranean coast; and Sheshawan, a little mountain town in the heart of the Riff, built by Andalusian exiles.

The arrangement of the book is not logical, but that only serves to give it an admirable effect of rapidly-changing scenes, which are brought vividly before the eye by fine photographic reproductions.

"A Vision of Morocco" is a book of unusual interest. Thanks to the author's intimate knowledge of detail, we get more than a passing glimpse of the fabric of Eastern life.—A.G.M.

"*My Father and I.*"—By ALICE HUGHES. (Thornton Butterworth, 15/-).

It is not often that one is privileged to read the story of so charming a companionship between a father and his passionately devoted daughter. Edward Hughes was the Romney of our time. He painted beautiful women and children, and made them even more beautiful in the process. His daughter, Alice, has achieved a wide reputation as an artistic photographer. The love of art was a family characteristic, and it was more than the threat of being turned into a cobbler that qualified Hughes to exhibit at the Royal Academy when he 15 years old. In photography his daughter found her self-expression. She began by photographing her father's portraits.

Miss Hughes made the most of her exceptional opportunities of gathering amusing and interesting anecdotes of the many celebrities, including royalty, who sat to her father, and with whom her work brought her into contact in England and America and on the Continent. They are told in such a lively way that they almost carry the spell of the spoken word. On page 179 there is a curious statement about the Boxer rebellion at Peking.

One's pleasure in this delightful book is intensified by the fine reproductions of paintings by Hughes and camera studies by his daughter.—A.G.M.

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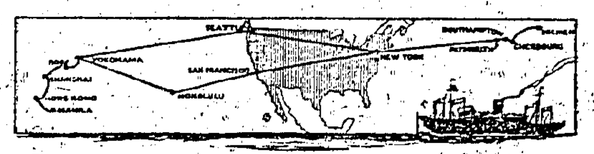

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COMPANY MEETING.

THE CHINA SUGAR REFINING CO., LTD.

The forty-sixth ordinary general meeting of the China Sugar Refinery was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday morning. Mr. D. G. M. Bernard presided and there were also present: The Hon. Sir Paul Chater, C.M.G., Mr. H. P. White, Mr. C. G. Mackie (Consulting Committee), Mr. S. B. C. Hornell (Secretary), and the following shareholders:—Messrs. W. E. L. Shenton, C. C. Boyd, C. Rumjahn, G. H. Potts, T. N. Chau, Ho Leung, Ho Kwong, P. Tester, Felix M. Ellis, H. E. Hollands, B. Basto, E. Abrahim, A. V. Apcar, the Hon. Mr. Chau Siu Ki, Messrs. Chea Po Sien, Choa Po Min, E. E. Ellis, F. M. P. de Grata, Ho Ki, Ho Shai Kit, Lo Man Hin, S. E. da Luz, A. dos A. Lopes, R. E. Macdougall, J. M. da Rocha, C. F. V. Ribeiro, C. Savard-Remedios, G. M. Shaw, A. M. da Silva, Wan Cheuk Ming and Yuen Hang Kiu.

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts have been in your hands for some days, and with your permission I will follow the usual procedure and take them as read. It is very gratifying to the General Agents and Consulting Committee to be able to present to you a statement of accounts showing a profit of $1,615,925.66 for the year, enabling them to recommend to you the payment of a dividend of $40 per share, which has only once before been exceeded in the history of the Company, and also to increase substantially our reserves. This result has been obtained owing to fortunate purchases of raw sugar towards the end of 1922 and early in 1923 at a low figure, and also to the steady demand from China during the last few months of the year at prices which showed a satisfactory margin of profit.

The Raw market is on a high level, and although the statistical position now is sound, it must be remembered that high prices usually result in a reduced consumption, which alters materially the outlook. However, we have a supply of raw sugar purchased at less than current prices, and unless the situation changes, as it may do very suddenly in our business, there should be a fair profit for the current year. I may mention that a letter was recently received by the General Agents signed by a number of shareholders asking for the existing shares of the Company which are of a nominal value of $100 each to be sub-divided into ten shares of $10 each, this is now being considered and I hope to be able to advise you of the decision shortly.

Turning now to the accounts, you will note that some of our land at Swatow has been sold, and the proceeds have been written off the remainder of that property. Depreciation has been provided for on the usual scale. Some of our buildings are old, and although they may be serviceable for many years longer, we think it desirable to take advantage of the large balance available this year to write them down by $75,000. We also recommend writing machinery down by $125,000, which will also cover the book value of the old boilers which I announced last year were being replaced, and must now be written off. The difficulty of providing our Chinese employés with suitable accommodation at a reasonable rent decided us to erect houses for them. This is being done on the old distillery property at East Point, and you will see we propose to put aside $50,000 towards the cost of them, which will be something over a lakh. The need for steel lighters has been apparent for some time, as it has been inconvenient to depend on open native lighters, in which the sugar was in a way at the mercy of the elements. We have therefore ordered six, which will be adequate for our needs, and we suggest appropriating $50,000 out of this year's profits to assist in paying for them. The total cost will be about a lakh. Our proposals for dealing with the balance available include a transfer of $320,248.33 to Sugar Fluctuation Account, bringing that account up to one million; $130,000 to Equalization of Dividend Fund—the amount that fund has been drawn upon during the past two years—which will restore it to $600,000. A bonus of $27,676.03 to the staff, which is well deserved, and which I feel confident you will consider the year's result justifies.

I now beg to propose the adoption of the report and accounts as presented, and when this has been seconded I shall be pleased to answer to the best of my ability any question which shareholders may wish to ask.

Sir PAUL CHATER seconded, and there being no questions the motion was carried unanimously.

On the motion of Mr. P. TESTER, seconded by Mr. Ho Kwong, the Hon. Sir Paul Chater, C.M.G., Messrs. C. G. Mackie and H. P. White were unanimously re-elected to the Consulting Committee.

Messrs. H. Percy-Smith and the Hon. Mr. A. R. Lowe were re-elected auditors at a remuneration of $750 each on the motion of Mr. A. V. APCAR, seconded by Mr. G. M. SHAW.

This was all the business before the meeting, the CHAIRMAN announcing that dividend warrants were now available and could be obtained on application.

"BETTER TIMES IN STORE."

VIEW OF CHAIRMAN OF LLOYDS BANK.

The sixty-sixth ordinary general meeting of the shareholders of Lloyds Bank Limited was held on Feb. 6th at Queen's Hotel, Birmingham. Mr. J. Beaumont Pease (chairman of the bank), who presided, said that trade returns, export and import figures, the report of the London Bankers' Clearing House for the last quarter of the past year, and renewed signs of awakening demand, all contributed to the hope that better times are in store, and he gladly added his voice to what had already been said by the chairmen of other banks on this more optimistic note.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

MARCH 31ST, 1924.

Hongkong and Shanghai Banks	$1,165 b.
Canton Insurances	$725 b.
Union Insurances	$245 sa.
Douglas Steamships	$56½ x.d. b.
H.K., C. & M. Steamboats	$38 b.
"Star" Ferries	$88 b.
China Sugars	$288 b.
Kowloon Wharves	$168 s.
Hongkong Lands	$158 s.
China Providents	$17 old b. $6 new b.
Dairy Farms	$26 b.
Watsons	$27 s.
Hongkong Electrics	$33½ b.
China Lights	$15 old, $8½ new b.
Hongkong Trams	$30½ b.
Peak Tramways	$15½ b.
Lane Crawfords	$13.15 b.

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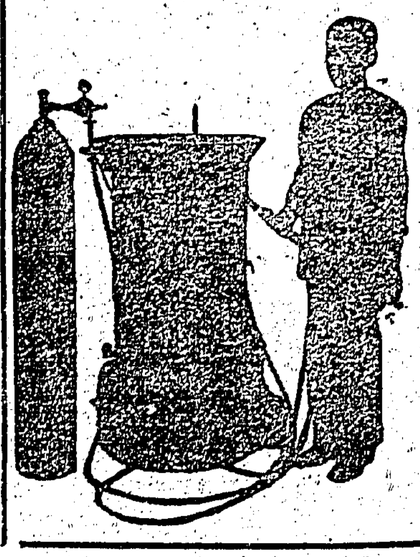

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THE RUSSO-CHINESE AGREEMENT.

THE FULL TEXT.

The *Rosta News Agency* supplies the text of the main agreement signed by Mr. L. M. Karakhan, on behalf of the Government of the Union of Soviet Socialist Republics, and Dr. C. T. Wang, on behalf of the Government of the Republic of China, on March 14th, 1924, at 8 o'clock in the morning, as follows:—

"The Union of Soviet Socialist Republics and the Republic of China, desiring to re-establish normal relations with each other, have agreed to conclude an agreement of general principles for the settlement of the questions between the two countries, and have to that end named as their Plenipotentiaries, that is to say: The Government of the Union of Soviet Socialist Republics: Lev Mikhailovitch Karakhan; His Excellency the President of the Republic of China: Chengting Thomas Wang.

Who, having communicated to each other their respective full powers, found to be in good and due form, have agreed upon the following Articles:

Article I. Immediately upon the signing of the present Agreement, the normal diplomatic and consular relations between the two Contracting Parties shall be re-established.

The Government of the Republic of China agrees to take the necessary steps to transfer to the Government of the Union of Soviet Socialist Republics the Legation and Consular buildings formerly belonging to the Tsarist Government.

Article II. The Government of the two Contracting Parties agree to hold, within one month after the signing of the present Agreement, a Conference which shall conclude and carry out detailed arrangements relative to the questions in accordance with the principles as provided in the following Articles.

Such detailed arrangements shall be completed as soon as possible and, in any case, not later than six months from the date of the opening of the Conference as provided in the preceding paragraph.

Article III. The Governments of the two Contracting Parties agree to annul at the Conference as provided in the preceding Article, all Conventions, Treaties, Agreements, Protocols, Contracts, etcetera, concluded between the Government of China and the Tsarist Government and to replace them with new treaties, agreements, etcetera, on the basis of equality, reciprocity and justice, as well as the spirit of the Declarations of the Soviet Government of the years of 1919 and 1920.

Article IV. The Government of the Union of Soviet Socialist Republics, in accordance with its policy and Declarations of 1919 and 1920, declares that all Treaties, Agreements, etcetera, concluded between the former Tsarist Government and any third party or parties affecting the sovereign rights or interests of China, are null and void.

The Chinese Government on its part declares that all Treaties, Agreements, etcetera, concluded between China and any third party or parties affecting the sovereign rights or interests of the Union of Soviet Socialist Republics are null and void.

The Governments of both Contracting Parties declare that, in future neither Government will conclude any treaties or agreements which prejudice the sovereign rights or interests of either Contracting Party.

Article V. The Government of the Union of Soviet Socialist Republics recognizes that Outer Mongolia is an integral part of the Republic of China and respects China's sovereignty thererin.

The Government of the Union of Soviet Socialist Republics declares that as soon as the conditions for the withdrawal of all the troops of the Union of Soviet Socialist Republics from Outer Mongolia—namely, as to the time-limit of the withdrawal of such troops and the measures to be adopted in the interests of the safety of the frontiers—are agreed upon at the Conference as provided in Article II. of the present Agreement, it will effect the complete withdrawal of all the troops of the Union of Soviet Socialist Republics from Outer Mongolia.

Article VI. The Government of the two Contracting Parties mutually pledge themselves not to permit, within their respective territories the existence and/or activities of any organisations or groups whose aim is to struggle by acts of violence against the Government of either Contracting Party.

The Governments of the two Contracting Parties further pledge themselves not to engage in propaganda directed against the political and social systems of either Contracting Party.

Article VII. The Governments of the two Contracting Parties agree to redemarcate their national boundaries at the Conference as provided in Article II. of the present Agreement, and pending such redemarcation, to maintain the present boundaries.

Article VIII. The Governments of the two Contracting Parties agree to regulate at the afore-mentioned Conference the questions relating to the navigation of rivers, lakes, and other bodies of water which are common to their respective frontiers on the basis of equality and reciprocity.

Article IX. The Governments of the two Contracting Parties agree to settle at the aforementioned Conference the question of the Chinese Eastern Railway in conformity with the principles as hereinafter provided:

(1) The Governments of the two Contracting Parties declare that the Chinese Eastern Railway is a purely commercial enterprise.

The Governments of the two Contracting Parties mutually declare that with the exception of matters pertaining to the business operations which are under the direct control of the Chinese Eastern Railway, all other matters affecting the rights of the National and the Local Governments of the Republic of China—such as judicial matters, matters relating to civil administration, military administration, police, municipal government, taxation, and landed property (with the exception of lands required by the said railway—shall be administered by the Chinese Authorities.

(2) The Government of the Union of Soviet Socialist Republics agrees to the redemption by the Government of the Republic of China, with Chinese capital, of the Chinese Eastern Railway, as well as all appurtenant properties, and to the transfer to China of all shares and bonds of the said Railway.

(3) The Governments of the two Contracting Parties shall settle at the Conference as provided in Article II. of the present Agreement, the amount and conditions governing the redemption as well as the procedure for the transfer of the Chinese Eastern Railway.

(4) The Government of the Union of Soviet Socialist Republics agrees to be responsible for the entire claims of the shareholders, boudholders and creditors of the Chinese Eastern Railway incurred prior to the Revolution of March 9th, 1917.

(5) The Governments of the two Contracting Parties mutually agree that the future of the Chinese Eastern Railway shall be determined by the Union of Soviet Socialist Republics and the Republic of China, to the exclusion of any third party or parties.

(6) The Governments of the two Contracting Parties agree to draw up an arrangement for the provisional management of the Chinese Eastern Railway pending the settlement of the questions as provided under Section (3) of the present Article.

(7) Until the various questions relating to the Chinese Eastern Railway are settled at the Conference as provided in Article II. of the Present Agreement, the rights of the two Governments arising out of the Contract of August 27th and September 8th, 1896, for the construction and operation of the Chinese Eastern Railway, which do not conflict with the present Agreement and the Agreement for the provisional management of the said railway and which do not prejudice China's right of sovereignty, shall be maintained.

Boxer Indemnity.

Article X. The Government of the Union of Soviet Socialist Republics agrees to renounce the special rights and privileges relating to all Concessions in any part of China acquired by the Tsarist Government under various Conventions, Treaties, Agreements, etcetera.

Article XI. The Government of the Union of Soviet Socialist Republics agrees to renounce the Russian portion of the Boxer Indemnity.

Article XII. The Government of the Union of Soviet Socialist Republics agrees to relinquish the rights of extraterritoriality and consular jurisdiction.

Article XIII. The Governments of the two Contracting Parties agree to draw up simultaneously with the conclusion of a Commercial Treaty at the Conference, as provided in Article II. of the present Agreement, a Customs Tariff for the two Contracting Parties in accordance with the principles of equality and reciprocity.

Article XIV. The Governments of the two Contracting Parties agree to discuss at the aforementioned Conference the questions relating to the claims for the compensation of losses.

Article XV. The present Agreement shall come into effect from the date of signature.

In witness whereof, the respective Plenipotentiaries have signed the present Agreement in duplicate in the English language and have affixed thereto their seals.

Done at the City of Peking this fourteenth day of March, One Thousand Nine Hundred and Twenty-four.

Full signatures of Messrs. L. M. Karakhan and C. T. Wang.

SEQUEL TO A RECENT BUS ACCIDENT.

TRUCK COOLIE DIES IN HOSPITAL.

A truck coolie, who was injured in a motor accident on Sunday, March 15th, at the junction of Taipo and Chiu Wan Roads, died at the Government Civil Hospital on Sunday. It is stated that the wheel of the truck passed over the dead man's foot and at the same time he received other injuries which brought about his own death.

TRADE UNIONISM IN JAPAN.

GOVERNMENT ARSENAL WORKERS' FEDERATION.

Workers in the Japanese Government Arsenals have decided to form their own federation, according to a resolution approved by the executive committee which met recently in Osaka.

More than 50,000 workers are expected to enrol themselves as members of the federation, which will thus become the largest labour organization in Japan.

The inaugural meeting of the new federation will be held in Tokyo on May 1st. The name of Keisaburo Moriyama, a retired Vice-Admiral, is being mentioned in connection with the Union.

A similar union that will also be inaugurated on May Day is that decided on by the employes of the various electric railway companies operating within and in the neighbourhood of the city of Osaka.

EXECUTIONER'S SUICIDE.

Paul Spaethe, the Prussian executioner, who, clad in evening clothes, and wearing white gloves, had struck off with his axe the heads of forty-five condemned murderers, has shot himself at his home at Breslau, because he could not bear the thought of surviving his wife. She died on January 7th, and from that date Spaethe, who kept a small public-house, became visibly a prey to melancholy. Sometimes he was heard to remark that his own turn had now come, but he was not afraid, for he understood his business well, though first he must burn a candle for every one of his previous victims. Yesterday a shot was heard in his comfortably-appointed flat, and he was found dead, with his head shattered by a bullet. The executioner has become more than ever a problem for the psychologist.

THE RUSSO-CHINESE SITUATION.

CANTON GOVERNMENT COMMUNIQUE.

We have received from Canton the following Government communiqué for publication:—

Dr. Sun Yat Sen has received the following telegram, dated March 23rd, from Mr. Borodin, the Russian representative at Canton who is at present on a visit to Peking. It may now be stated that, besides discussing with Mr. Borodin matters directly connected with his Mission, Dr. Sun has had occasion to communicate to him his views on the group of major questions awaiting settlement between China and Russia. These views have since been elaborated into a body of doctrine relating to China's foreign relations and incorporated into the official programme of the Kuomintang as defined and settled at the Party Congress which was recently held at Canton. The telegram reads as follows:—

"Dr. Sun Yat Sen, Canton: Prior to the recognition of Russia by Great Britain and Italy, the Russian Mission in Peking insisted upon the resumption of diplomatic relations first and conference to be held afterwards for the purpose of settling all outstanding questions between Russia and China. Following the recognition of Russia by those two Great Powers, it might be expected that the Russian Mission would take advantage of our strengthened position to refuse any concessions to the Peking Government.

"But this was not the case. On the contrary our Mission not only did not take advantage of the favourable situation, but it made a concession of the utmost importance in that it agreed to settling the principles which are to govern the future conference and then resume normal diplomatic relations. Accordingly Mr. Karakhan entered upon long deliberations ending in an agreement which was duly signed by himself and the Chinese plenipotentiary on the 14th inst.

"The Peking Cabinet, however, has refused to accept the agreement. It has, moreover, repudiated the signature of its own plenipotentiary.

"What is this agreement which the Peking Cabinet has refused to accept? The agreement embodies the foreign policy of the Kuomintang, namely: it repudiates all treaties between Tzarist Russia and China, treaties which deprived China of her sovereignty: it abolishes the right of extraterritoriality, concessions, jurisdiction, etc., it recognizes China's sovereignty over Mongolia; it establishes signal rights to the management and operation of the Chinese Eastern Railway until China will be financially in a position to redeem it completely; it turns over the Russian share of the Boxer Indemnities to education in China; it calls for new treaties based upon absolute equality.

"How much blood and treasure would the Chinese people have to spend before they would be able to get a similar agreement from the Imperialist Powers? What tremendous efforts the Nationalist movement, headed by the Kuomintang, would have to use before it could place China on such a footing with other Nations as is offered in the agreement?

"Yet the Peking Cabinet has refused to accept it. Why? It cannot be because it is contrary to the interest of the Chinese nation. In whose interest, then, was the agreement rejected? It is quite clear. The agreement is based on the foreign policy of the Kuomintang as accepted by the Congress of the Party in the 23rd January last: it is a victory of Nationalism for China.

"Revolutionary Russia has extended a brotherly hand to her great neighbour struggling for independence. It has offered a treaty of peace and amity which is bound to be the first important step on the way to China's endeavour to extricate herself from the position of a semi-colony. Yet the Peking Cabinet has rejected it.

"I am sending to you a copy of the agreement to judge for yourself whether any Cabinet, aspiring to represent the Nation, is justified in rejecting it. Your great principle of Nationalism is in danger of being thwarted by considerations alien to the interest of the Nation. I hope that your great party will take notice of the seriousness of the situation.

"BORODIN."

A MUSICAL EVENT.

LOCAL COMPOSER'S EFFORT.

The Philharmonic Society has already introduced the work of a local composer (Mr. T. P. M. Bevan), and on Monday next, Hongkong is to have a further opportunity of hearing what a local man has been able to do. This is in the genre of violin music and the composer is Mr. Harry Ore. Professor Gonzalez is to unite with him in playing the former's Sonatina for piano and violin and the occasion will be historic, for this will be its first hearing, before it is printed and published and launched on the world. Mr. Ore will play examples of the work of Beethoven, Chopin and Grainger, whilst Mrs. R. Sanger will sing songs by Schubert, Greig and Puccini. This should prove a memorable concert.

THE CORONET THEATRE.

Penny dreadfuls and six-penny shockers have long ago passed out of vogue. What the public wants to-day is good, healthy amusement. This is a fact that cinema producers have been quick to realize, with the result that most pictures now place real, live human interest above everything else. Among the best examples of this new trend Hongkong has yet seen is now showing at the Coronet Theatre in "Rags to Riches," undoubtedly little Wesley Barry's greatest picture. Blending amusement with excitement and heavening the whole with some excellent realism, "Rags to Riches" is a picture that must appeal to everyone, for certainly it is hard to imagine the person who would fail to laugh at this young scamp's graceless escapades or exclaim at his thrilling adventures. When first shown in the Coronet Theatre yesterday, "Rags to Riches" drew very large audiences, and it is sure to have a record run during the next few days.

Convicts in the Western Penitentiary, Pittsburgh, attempted a general escape. A fight with the guards and police ensued, and lasted for a couple of hours, during which tear gas was employed. The prisoners were finally subdued and order restored. Two guards were killed.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be **extremely useful** during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,

(Private Secretary.)

The Managing-Director,

HONGKONG DAILY PRESS, LTD.,

HONGKONG.

THE G.O.M. OF HONGKONG.

SIR PAUL CHATER'S SIXTY YEARS IN THE COLONY.

To-day (April 1st) the Hon. Sir Paul Chater, C.M.G., completes sixty years residence in Hongkong, and we are sure we shall be voicing a universal sentiment in Hongkong in tendering to the Grand Old Man of the Colony warmest congratulations, accompanied by the wish that he may be spared to celebrate many more anniversaries.

Sir Paul has often been referred to as the "Father of the Colony," in a more important sense than length of residence, for no single individual has done more to promote its development.

Sir Paul came to Hongkong in 1864 when he was eighteen years of age, as an assistant in the Bank of Hindustan, China and Japan. Resigning from the Bank he started business as an exchange and bullion broker in 1866. He was very early convinced of the future greatness of Hongkong, and some idea of his efforts to promote it may be gathered from the following extract from "Who's Who in the Far East":

"In 1884 he started a godown business at Kowloon, purchasing the sea beach from the Government and erecting godowns; in 1888 amalgamated with Jardine, Matheson & Co., and established the existing Hongkong and Kowloon Wharf and Godown Co., reclaiming foreshores and erecting present godowns and wharves; originated the Praya Reclamation in 1887 by writing to the Government and submitting a scheme, which was accepted by marine lot holders; visited England later and received the sanction of the Secretary of State to carry out the work, the foundation stone being laid at the corner of existing cricket ground by the Duke of Connaught in 1890; presented statue of the Duke of Connaught to the Colony in commemoration of the event; work was concluded on the reclamation in 1905, the result being the addition to the Colony of considerable foreshore upon which has been erected some of the finest hongs east of Suez; was the first to advocate the acquirement of the present New Territory on the mainland of China, writing to the Government four years before the actual leasing of the territory; organised an appeal to the Government later by the Chamber of Commerce, the China Association, and the Unofficial Members of the Legislative Council, and successfully urged the negotiation for a lease of the territory, which was subsequently granted by China; has been identified in most public movements since arrival in the Colony; was Treasurer and afterwards Chairman of Queen's Jubilee Committee; Chairman of Diamond Jubilee Committee (then created C.M.G.); erected first Anglican Church at Kowloon; is chairman and director of principal public companies, including Hongkong and Whampoa Dock Company."

Sir Paul is the Senior Unofficial Member of the Executive Council and of the Justices of the Peace of the Colony. For 38 years he has served the Colony as a member of one or both of the Councils of the Colony. It was in 1886 that he was elected to a temporary vacancy on the Legislative Council as the representative of the Unofficial Justices of the Peace, though opposed by two other candidates. On the resignation of Mr. F. Sassoon in the following year, Sir Paul (Mr. Chater as he was then) although absent from the Colony at the time, was elected for the full term of six years, at the expiration of which period he was re-elected. He was again re-elected in 1890 for a further period of six years. Meanwhile (in 1896) instructions were received from the Secretary of State for two Unofficial Members to be added to the Executive Council, and Sir Paul was selected as the Senior Member, and he has continued in that capacity ever since.

Columns could be written of his manifold activities in the Colony in the realms of business and of sport, and of his benefactions to the Church and other local institutions. One other fact might be mentioned and that is that Sir Paul, who has been a Steward of the Hongkong Jockey Club for very many years has not missed attending the annual race meeting once in the past fifty years.

Sir Paul will attain the 78th anniversary of his birth next September.

ARMS ON THE "LUCHOW"

WHAT A PIRACY PREVENTION SEARCH REVEALED.

Sergt. Kirby made application at the Magistracy, yesterday before Mr. R. E. Lindsell for the confiscation of one automatic pistol, loaded with six rounds, one magazine and 93 further rounds of ammunition.

The Police Officer told the Court that he searched the vessel under the Piracy Prevention Regulations, just before she left for Haiphong. On the upper deck he found a Chinese tea cosy in which were discovered the automatic and the ammunition cleverly concealed in the lining.

His Worship made the order for confiscation.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE PUISNE JUDGE (MR. H. H. J. GOMPERTZ).]

MURDER CASE.

WIFE CHARGED WITH POISONING HER HUSBAND.

A young Chinese woman was arraigned before the Criminal Sessions yesterday on an indictment of having murdered her husband by poisoning him.

The case for the Crown was conducted by the Hon. Mr. H. E. Pollock, K.C., Acting Attorney-General, and the woman was defended by Mr. Campbell Prosser.

Mr. Pollock, in outlining the facts of the case to the Jury, said that on January 25th last the prisoner was living with her husband in a small village on the south side of Lantao Island and the evidence for the prosecution would show that at all events ever since the death of their child last year they were on very bad terms with one another. Quarrels between them were of almost daily occurrence and the prisoner, who was in the habit of jeering at the deceased regarding his looks, had been heard to make threats to poison him. On the day of the murder the prisoner went out at 5 a.m. to drive the cows to pasture. She returned about an hour later and was seen going out again from the house shortly after noon. About one o'clock the deceased's mother and aunt, who who were in a nearby house, heard the deceased cry out "Mother, come and save me! I cannot endure it." The women went out at once to the deceased's house and there they found him trying unsuccessfully to vomit and evidently suffering considerable pain. The man made a certain statement to his mother and she went and looked into the cooking pot, finding there two small leaves. Recognising these as leaves of a poisonous plant known to the Chinese as "Wu Man Keung" or "Ho Min Tang" she became alarmed and went away to the neighbouring village to get some goat's blood which is believed by the Chinese to be an antidote for poison. About 3 p.m. the man died and when the prisoner returned about a quarter of an hour later she was at once seized upon by the deceased's mother and aunt and searched. Some leaves of the same poisonous plant were found in a purse she carried on a girdle around her waist and later on these were taken over, with the bits found in the pot, to Inspector Dorrington at Cheungchau. At 8 p.m. the prisoner was arrested.

Mr. Pollock thought there would be ample evidence to show that the leaves of this plant, scientifically known as gelsemium elegans, were poisonous. Mr. Dovey, the Government Analyst, found in the stomach of the deceased the same alkaloid as he later extracted from leaves of the plant. Mr. Crook, of Queen's College, who had made a close study of plants for many years, would give evidence that in his opinion the leaves found in the purse belonged to the "gelsemium elegans" and similar evidence would be given by the Chinese head gardener of the Botanical and Forestry Department. Medical testimony would also be given.

Mr. Pollock went on to say that in making the experiments which showed this plant to be poisonous Mr. Dovey adopted what the acting Attorney-General described as "a somewhat heroic expedient" in that he chewed the stem of the plant himself with the result that, although he had previously been in perfect health, in about three-quarters of an hour he began to suffer from headache, colic and stiffness of the limbs and muscles.

The prisoner made two statements and in both of them she claimed that she had been falsely accused as she was away from the house all that day. She suggested that the deceased's parents caused his death as they "wanted him to die, day and night." There was an inherent improbability, however, Mr. Pollock argued, that the man's parents would have wished to bring about his death and the prosecution's evidence would go to show that the prisoner's statement that she was away from the house could not be believed but was merely an attempt to establish an alibi.

THE EVIDENCE.

The acting Attorney-General then called his witnesses, explaining that he was tendering the medical and scientific evidence first, out of the usual order, because the sailing day of the boat by which Mr. Dovey was proceeding on leave had been advanced and he was anxious to get away.

Dr. E. P. Minnett, Government Bacteriologist, who made a post-mortem examination of the deceased's body, said, in reply to Mr. Prosser, that he could not say what was the cause of death. He would not swear that death was not due to natural causes.

(*Continued at foot of next column.*)

Mr. E. R. Dovey gave evidence and in cross-examination said the alkaloid in the stomach and the alkaloid extracted from the leaves of gelsemium elegans were the same.

He experimented on guinea pigs with the alkaloid from the plant and it had fatal effects after 25 to 45 minutes. He also experimented with the alkaloid from the stomach but it did not have a fatal effect.

The alkaloid from gelsemium elegans was so far unnamed and there was no reference to it in text books. He could find no reference.

Mr. Prosser suggested that it was rather a pity Mr. Dovey did not try some of the alkaloid from the stomach on himself as he did the plant.

Mr. Dovey: I only had a minute quantity.

Mr. Prosser: But on yourself would have been the best test.

Mr. Dovey: I would have done so if I had had enough.

Mr. Crook of Queen's College said he had made a study of local plants for 20 years. The leaves produced he recognised as those of gelsemium elegans.

The hearing at this stage was adjourned.

MAGISTRATE'S LITTLE TEA PARTY.

MR. RUSS INVITED TO ATTEND.

Mr. C. A. S. Russ appeared before Mr. Hamilton at the Magistracy to defend a Chinese, who was charged with the possession of a number of *po'o'pin* lottery tickets.

His Worship invited Mr. Russ to attend a little "tea party" that he had arranged for that afternoon when he had about eight other similar cases to dispose of. He intimated that at this little "tea party" he would give his decision as to what constituted a *po pin* lottery ticket and what did not.

Mr. Russ contended that all his defendants held were receipts, which showed how law-abiding the Chinese were becoming in choosing to do their gambling in such a way as not to infringe the law.

MR. RUSS ATTENDS "THE PARTY.

INVITES MAGISTRATE TO BUY HIS GYMKHANA TICKETS.

Mr. Russ accepted his Worship's invitation to the "family tea party" held at the Magistracy, yesterday afternoon, which was Mr. Hamilton's jocular way of intimating that he would be disposing of several lottery cases that afternoon.

Referring to the ruling which he announced he would give in the afternoon, his Worship told Mr. Russ that he had come to the conclusion that receipts for lottery tickets came within the meaning of the Ordinance. For instance, if a man went to his agents and asked him to purchase some tickets and received a receipt for the tickets purchased the receipts used would come within the meaning of the Ordinance.

The evidence for the prosecution showed that the defendant was arrested in a cubicle at No. 153, Wu Hu Street, with several tickets in his possession and a large number of printed forms. The defendant in the box said that the tickets were not in his possesion, but had been left on the bed on which he was lying at the time of his arrest, by a friend.

Mr. Russ: Our defence also is that the draw for these *po pin* tickets was to take place on Saturday at noon, which was the 25th day of the moon. It is well known fact that the drawings take place on these days. If the drawing took place at the time I have stated, in Macao there would have been ample time for the results to have been cabled through before the man was arrested at 2.30 p.m. This meant that the man could not have been selling them, as the draw was over. They are just like Gymkhana tickets. I have tickets of the last Gymkhana in my pocket which I have no hope of selling. It is the same with the tickets in this case. They are useless.

Later the Magistrate remarked that defendant may have had the tickets in his possession for the purpose of selling them.

"Well, your Worship," retorted Mr. Russ, "if you decide that way, will you buy my old Gymkhana tickets?" (Laughter.)

The case was adjourned to Friday next in order that Mr. Russ might call evidence as to the date of the drawing and also to show that the tickets did not really belong to his client.

WARNING TO TRAM PASSENGERS.

HEAD INJURED BY PASSING TRAM.

On Sunday a Chinese aged 42 years, met with an unusual accident near Causeway Bay. He put his head out of a tram-car window and it was struck by a tram moving in the opposite direction. He was seriously injured and had be removed to the Government Civil Hospital.

SPORT.

THE TENNIS TOURNAMENT.

THE LO v. RUMJAHN MATCH.

The first match to be played on the stand court this season was played off yesterday when O. and H. D. Rumjahn met and defeated M. K. and M. W. Lo in the third round of the Open Doubles by three straight sets. The match attracted a large number of people and was full of interesting tennis, especially the last set which went to 12-10. The Rumjahns secured the first two sets in a convincing manner, 6-2, 6-3, and commenced the final set in an equally convincing way, having taken the first three games before the Lo's really rose to the occasion and made a splendid fight of it. They then improved whilst their opponents fell away in a corresponding measure, this levelling matters out. It was just as much as the Indians could do to hold their advantage. They kept one game in front up to 8-7 and then the Los made it eight all. From then onwards on several occasions they were within a point or two of taking the set. The Indians made it ten all and took the next two games, which gave them the match.

The Rumjahns played very consistently throughout except for a period in the third set when the Los made their final effort. The pace in this set was very hot and M. K. Lo found it very trying but he played extremely well especially at the net and in this set he could be relied upon to win on his service. In the first two sets both the Chinese players were driving over the base line.

The winners are now in the semi-final where they have to meet S. A. and A. H. Rumjahn.

No match has been fixed, so far, for the stand court for this afternoon.

YESTERDAY'S RESULTS.

OPEN SINGLES.—D. J. Allfree beat Kwok Po Kwan, 1-6, 6-3, 10-8, 6-3.

CLUB CHAMPIONSHIP.—R. E. Worthington beat A. D. Humphreys, 6-1, 6-3, 6-2.

OPEN DOUBLES.—H. D. and O. Rumjahn beat M. K. and M. W. Lo, 6-3, 6-2, 12-10.

HANDICAP DOUBLES.—H. Owen Hughes and G. More (+15) beat A. Piercy and W. B. Cornaby (+5/6), 6-0, 7-5.

HANDICAP SINGLES "A."—G. Sewell (—3/6) beat L. W. L. Thomas (+15), 7-5, 6-2.

TO-DAY'S MATCHES.

MIXED DOUBLES.—F. A. Redmond and Mrs. Mitchell (—5/6) *v.* R. E. Worthington and Miss Grace (—30); G. R. More and Miss Owen Hughes (+15) *v.* Mr. and Mrs. C. C. Stark (+4/6).

HANDICAP SINGLES "B."—C. M. Wilson (+1/6) *v.* W. Woodward (—1/6).

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

P. YVANOVICH v. E. W. SPRY.

The above match in the Open Billiards Championship of the Colony was played last night when Yvanovich defeated Spry by 251 points in a game of 800 up. The highest breaks were: P. Yvanovich, 20, 38, 28, 68, 26, 21, 24, 21, 48, 22, 24, 24. E. W. Spry, 21 and 22.

ILL-TREATING A SERVANT GIRL.

The proprietress of a brothel at No. 163, Temple Street, Yaumati, was yesterday afternoon sent to prison for six weeks for ill-treating a servant girl.

From the evidence it was gleaned that when the girl was brought into the Yaumati Police Station the atmosphere was polluted with a disgusting smell. She had to be taken away and given two special baths before she was allowed to return to the charge room. The girl herself told the Court that in addition to having her head cut open with a Chinese wooden pillow, which the defendant used to beat her, a tin of night soil was thrown over her. The girl also alleged that the woman had cut open her head some days previously with a chopper.

The woman admitted the disgusting act of throwing the nightsoil over the child, but Mr. Hall for the defence pleaded that the child had greatly exaggerated the circumstances. The Magistrate agreed that the child had told lies in some parts of her story but so far as the night soil incident was concerned there could no doubt.

A MIXTURE.

COMPONENT PARTS: BRITISH, GERMAN AND RUSSIAN.

Veko Selgen, described by Police Inspector Spear at the Magistracy, before Mr. Lindsell, as a British subject, with a British father and a German mother, residing in Shanghai, and who had spent the most of his life in Russia, was charged with stowing away on the s.s. *President Lincoln* from Shanghai.

Selgen told his Worship that there was no work in Shanghai and he came down here with the intention of trying to get to Germany.

The Magistrate: I suppose they particularly want you there, do they?

Selgen was sent to prison for 14 days with hard labour.

ENGLISH YORK-CUT HAMS

HAVE A MOST DISTINCTIVE

FLAVOUR.

DELICIOUSLY MILD & SEASONED TO PERFECTION.

REDUCED PRICE:

$1.00 whole
$1.10 half
} per lb.

QUALITY PROVISIONS FROM:

LANE, CRAWFORD, LTD.

ESTABLISHED OVER 70 YEARS. TEL. 4567.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA	LEMON
PINEAPPLE	CHERRY
RASPBERRIES	STRAWBERRY
POMEGRANATE	APRICOTS
MANDARINE	ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

ENGLISH RECORDS

(COLUMBIA NEW-PROCESS)

L1133	BETHOVEN TRIO No. 8 / GADE TRIO IN F.	VIOLIN, 'CELLO & PIANO
L1169	SAINT-SAENS TRIO IN F. / WALZER MARCHEN	"
L1343	MENDELSSOHN TRIO / ANDANTE—SCHERZO	"
L1385	VILANELLE FROM SONATA IN G. / ANDANTE " " D.	

AT

ANDERSON'S.

Wm. Powell Ltd.

TELEPHONE C. 3146.

New Season's Shipment of

SUMMER UNDERWEAR.

Including a fine Light-weight Mesh in Cream Cotton a soft non-irritable fabric at a very inexpensive price. Stocked in all sizes:—

VESTS OR DRAWERS		@ $2.75
"B.V.D."	VESTS	1.75
	DRAWERS	1.95
	UNION SUITS	3.50
LISLE THREAD VESTS OR DRAWERS from		2.75
"AERTEX" CELLULAR in COTTON or FINE LISLE from		$3.75

Wm. POWELL, Ltd. Specialists in Gentlemen's Wear HONGKONG HOTEL BUILDINGS.

NEW ADVERTISEMENTS

NOTICE.

FROM TO-DAY'S Date our Office has been REMOVED to the New A.P.C. Building, Second Floor.

BLAIR & CO.

1st April, 1924. [578

NOTICE.

NOTICE IS HEREBY GIVEN that the Business of Share and General Brokers heretofore carried on by the Undersigned at Victoria, in the Colony of Hongkong, under the Style or Firm of WRIGHT AND HORNBY will, as from 1ST DAY of APRIL, 1924, be carried on by them under the Style or Firm of TESTER AND ABRAHAM.

The Change of Name involves No Change in the constitution of the Firm, which will be continued as before.

P. TESTER,
N. ABRAHAM.

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NOTICE.

WE, the Undersigned HEREBY GIVE NOTICE that We have resumed Business as Share and General Brokers under the Style or Firm of WRIGHT AND COMPANY, at Prince's Buildings, Ice House Street, Third Floor, as from the 31ST of MARCH, 1924.

Telephone No. 3519 Central.

J. F. WRIGHT,
T. W. HORNBY.

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HONGKONG FORFARSHIRE ASSOCIATION.

IT has been Proposed to form a HONGKONG FORFARSHIRE ASSOCIATION. All those interested are requested to meet at No. 2, Queen's Buildings (Ground Floor), opposite Star Ferry, on FRIDAY, APRIL 4TH, at 6 P.M.

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ROYAL HONGKONG GOLF CLUB.

1.—CAPTAIN'S CUP will be Played for 5TH to 7TH APRIL.

2.—DETAILS of EASTER MEETING COMPETITIONS are Posted in Club Houses.

By Order,
E. D. MATTHEWS,
Secretary, R.H.K.G.C.

Hongkong, 1st April, 1924. [574

STAR THEATRE, KOWLOON.

GRAND CONCERT

BY

THE HONGKONG PHILHARMONIC SOCIETY'S

CHORUS AND ORCHESTRA

ON

THURSDAY, 3RD APRIL, 1924, AT 9.15 P.M.

PRICES—$3, $2, $1.

BOOKING at MOUTRIE'S and STAR THEATRE.

576

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENSHANE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th April, 1924, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 4th April, 1924, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 29th March, 1924. [570

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "RHESUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st March.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st March, 1924. [572

NEW ADVERTISEMENTS

NOTICE.

HONGKONG AND CHINA GAS CO., LTD.

MR. G. P. CURRY having retired from the Company's service, on completion of his agreement, NOTICE IS HEREBY GIVEN that Mr. L. J. BLACKBURN, the Resident Engineer, has been appointed, as from This Date, to hold all Powers pertaining to the Office of Local Secretary.

(Signed) JARDINE, MATHESON & CO LTD.,
Local Agents.

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HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS of the Hongkong Engineering and Construction Company, Limited, will be held in the Offices of Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on THURSDAY, the 10TH day of APRIL, 1924, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.

Hongkong, 27th March, 1924. [567

ST. ANDREW'S HALL.

MONDAY, APRIL 7TH, at 5.30 P.M.

MR. HARRY ORE'S GRAND PIANOFORTE RECITAL

ALSO:

MRS. R. SANGER, PROF. GONZALEZ.

$2. $1.

TICKETS AT ANDERSON'S.

568

SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay; in England by the Secretary of State for India, London; and in the Far East by the Commodore, H.M. Dockyard, Hongkong, up to 30TH APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK," with all Stores and Fittings that are on board on that Date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S. "HARDINGE":—

About 5,467 tons gross and 3,005 tons registered.

Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. Fairfield Engineering and Shipbuilding Co., Scotland, in 1900.

Twin Screw Triple Expansion Engine by Messrs. Fairfield Engineering Co. H.P. Cylinder 29-inch diameter; M.P. Cylinder 46-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 48-inch; Trial I.H.P. 9,300; Trial Speed 19 knots; 4 Double ended and One Single ended Cylindrical Boilers. Designed Water Pressure Test 180 lbs., Bunker Capacity about 1,200 tons; Water Ballast about 637 tons; Fresh Water about 176 tons; 24 Officers' Cabins; 55 1st class Berths, 92nd class Berths; Troop Accommodation 1,000 British or 1,500 Indian; Capacity of Hold about 17,286 cubic feet; Height between Decks 8 feet; Dimensions about 423 feet by 51 feet by 28 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

PARTICULARS OF R.I.M.S. "NORTHBROOK":—

About 5,947 tons gross and 2,971 tons registered.

Built at Clydebank, Scotland, in 1906, by Messrs. John Brown & Co., Ltd., and under supervision of Naval Architect and Engineer to Secretary of State for India.

Twin Screw Triple Expansion Engines by Messrs. John Brown & Co., Ltd.

Trial I.H.P. 7,000; Trial Speed 16 knots; 2 Double ended and 2 Single ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 180 lbs., Bunker Capacity about 965 tons; Water Ballast about 635 tons; Fresh Water about 130 tons; 23 Officers' Cabins; 43 3rd class Berths; Troop Accommodation 658 British or 740 Indian; Capacity of Holds (two) about 27,640 cubic feet; Height between Decks 8 feet; Dimensions about 374 feet by 52 feet 6 inches by 39 feet. Vessel was extensively refitted in 1920 and Boilers retubed in 1921.

The above Vessels were put out of Commission in April, 1923, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trading.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchasers or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchasers.

The Balance of the Purchase Money must be paid by the Successful Tenderers within One Calender Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchasers or their Representatives within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,
Captain, R.I.M.,
Director of R.I.M. Dockyard, Bombay.

March, 1924. [569

INTIMATIONS

DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, ETC., 1924 EDITION.

THE First 300 Copies of the Hongkong Issue of "THE CHRONICLE AND DIRECTORY" for CHINA, JAPAN, ETC., for 1924, are NOW READY.

It will expedite delivery if those Subscribers who can do so will send for their Copies to the Town Office of "The Hongkong Daily Press," 1A, Chater Road (3rd floor) at Any Time after 9 A.M., TO-DAY.

PUBLIC DINNER TO SIR WILLIAM REES DAVIES, K.C.

IT is proposed that A DINNER should be given by the FOREIGN COMMUNITY in honour of the Departing CHIEF JUSTICE at the Hongkong Hotel, on SATURDAY, 12TH APRIL, at 8 P.M.

Gentlemen wishing to be present should notify on or before 5TH APRIL, their intention to Colonel ROBERTSON, Hongkong Club, who will supply all Particulars.

Hongkong, 22nd March, 1924. 542

POSITION VACANT.

WANTED by An Old Established British Firm in Outport, Reliable YOUNG MAN (British) with at least Three Years' General Business Experience. One conversant with Accounting, Shipping and/or Insurance preferred. Applicants must apply in own handwriting, stating Previous Experience and enclosing Copies of any Recommendations they have. Good Opening for the Right Man.

Apply to Box No. 545,
c/o *Hongkong Daily Press.*

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Hongkong, 28th March, 1924. 562

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AT

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BIRTHS.

FAY.—At Shanghai, on March 24th, to Mr. and Mrs. Jean Fay, a daughter.

SCARBOROUGH.—At Shanghai, on March 27th, to Mr. and Mrs. Fred. Scarborough, a son.

MARRIAGE.

YOUNG—FERGUSON.—At Shanghai, on March 25th, Jessie Johnson Young, of Edinburgh, to Dugal Ferguson, of C.M.S.N. Co., Shanghai.

DEATH.

LEIGHTON.—At Shanghai, on March 26th, Norman Bailey Leighton (Hall & Holtz, Ltd.), aged 24 years.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 1ST, 1924.

INDUSTRIAL STRIFE AT HOME.

WHEN Mr. BALDWIN last week expressed in the House of Commons the hope that the Government and Parliament would consider "how to get some kind of, even temporary, peace in industry that would give the country a chance of recovering," he expressed a sentiment which is as widely shared by British commercial men abroad as it must be at Home. Mr. BALDWIN, for his own neglect to make the effort he is now pressing on his successor in office, is able, of course, to offer the excuse that his tenure of office was too brief, though he probably recognises that it is not an easy task. Mr. RAMSAY MACDONALD, the cable told us, bewailed the fact that since the beginning of the year a whole series of industrial disputes, *maturing* for months and even years, had come to a head. That is perfectly true. There has been, within the past few months, a big national strike when the locomotive drivers and firemen came out and paralysed the railway service of the country. Then we had the dockers strike dislocating and arresting the country's great overseas trade; and throughout last week the whole of the London tram and bus services were suspended by a strike relating to rates of wages. There is no absolutely sure means of stopping the hold up of a national service, or a service on the scale of the one which has paralysed the traffic of London, but what must strike the impartial observer who reviews the history of these three strikes is the absence of any means to prevent the kind of blundering the facts disclose. In the case of the dock strike no sooner was it fairly launched than an emergency court of appeal was improvised, the proceedings being open to the Press, and one day's publicity was enough for the employers, because their case was bad. The dockers claimed two shillings a day and a guaranteed weekly wage in order to stop the employment of casual labour. In about a week they obtained practically all that they demanded. They were offered a shilling at once, another shilling in three months time, and a joint committee to consider the best way of decasualising employment. Is it to be wondered at that the general public, outside the immediate partisans, felt annoyed when they learnt from the terms of the settlement that there need have been no dock strike at all if a little reason had been brought to bear on the dispute by the partisans in its early stages? Mr. BEVAN, the secretary of the Dockers' Trade Union, published an account of the last interview he and his colleagues representing the men had with the port authorities. The delegates waited on Lord DEVONPORT, the chairman of the Port of London Authority, and spokesman for the employers, who listened to what was urged on the wages question and other matters, and then, in a spirit of haughty disdain, dismissed the delegation. He declined to discuss the matter. This sort of thing may have been all very well half a century ago, but it is an attitude that cannot be maintained at the present day. If the employers could offer, after the strike began, the terms which they in fact offered, it must be obvious that they had no business to let the strike begin. The port authorities had a couple of months' warning of what would happen and they let things drift. It was only when the dockers refused to work and shipping was laid up in all the harbours of the Kingdom that anything was done—and then the employers conceded everything that was asked for with a promptness that makes their previous attitude ridiculous. In the case of the national strike of locomotive drivers and firemen, public opinion was as dead against the men as it was on the side of the men in the dock strike, for the railway strikers had refused to abide by the findings of the Wages Board which considered their claims. Public opinion exerts a powerful influence on these questions, and a suggestion made at the time of the dock strike settlement that a permanent Court of Appeal should be set up to deal with disputes of this character seems worthy of consideration by the Government as being the most obvious way of assuring greater peace in industry than now obtains, though it may not succeed altogether in preserving industrial peace.

Revised estimates by the Manila Fire Department put the losses incurred in the Escolta fire at less than half a million pesos.

Scotsmen will be interested to see from an advertisement to-day that it is proposed to form a Forfarshire Association in the Colony.

It is announced that Mr. L. J. Blackburn has been appointed resident engineer of the Hongkong and China Gas Co., Ltd., in succession to Mr. G. P. Curry who has retired from the Company's service on completion of his agreement.

The police have received reports of two bicycles having been stolen. On Saturday a shop-keeper at No. 26, Caine Road, reported that a man hired a cycle which he failed to return whilst on Sunday a shop-keeper at No. 125, Park Street, reported a similar incident.

At St. Andrew's Church, Kowloon, on Sunday evening, a tablet to the memory of the late Mr. George Banker, a keen church worker, was unveiled by the Bishop of Victoria (Dr. Duppy). During the service the solo "O Rest in the Lord" was sung by Mrs. N. Matheson.

At the Marine Magistracy, yesterday morning, nine boat people were charged with mooring their cargo boats in prohibited hours. Four were cautioned and the rest fined $5 each. Two boat mistresses were also charged. One who did not appear had her bail forfeited and the other was fined $5, with the alternative of 7 days' imprisonment.

A Chinese, named Wan Ming-chit, was knocked down by a tram-car in Des Voeux Road Central, and had to be sent to the Government Civil Hospital.

A Japanese squadron consisting of the flagship *Kitakami* (Rear-Admiral Iida) and thirteen destroyers paid a visit to Shanghai last week. A week's programme of entertainments was arranged by the Japanese residents of the port.

A couple of cases of small-pox and one case of scarlet fever among the foreign community at Peking has brought into prominence the fact that Peking has no isolation hospital for the accommodation of Europeans who have the misfortune to contract an infectious disease.

The body of an unknown Chinese was found floating in the junk anchorage with a stone suspended from the neck, yesterday morning. An examination showed that the dead man had a number of stab wounds in the head and face and three fingers of the right hand severed. Murder is suspected.

A taxi rounding the corner at the bottom of Arsenal Street about three o'clock yesterday was apparently saved from running over the Praya Wall and falling upon the sampans lined up below, by coming into violent contact with a telephone or electric light standard. The front portion of the taxi was badly damaged, but the driver luckily escaped serious injury.

The members of the American Bar Association at Shanghai last week presented to the retiring Judge, Charles S. Lobingier, a handsomely embossed silver shield bearing the following inscription: "To Charles Sumner Lobingier, first Judge of the United States Court for China, to serve a full period, and the only Judge whose decisions were never reversed, this testimonial is presented in grateful acknowledgment by the members of the Bar of said Court."

Messrs. P. Tester and E. Abraham announce that their business which has hitherto been carried on under the style or firm of Wright & Hornby will, from to-day, be carried on under the style of Tester & Abraham. It is explained in the announcement that the change of name involves no change in the constitution of the firm. Mr. J. F. Wright and Mr. T. W. Hornby announce that they have resumed business in the Colony as share and general Brokers under the firm name of Wright & Co.

Mr. Hew Fan Un, Agent of the Bank of Canton, Ltd., New York City, has been elected a Director of the China Society of New York. Mr. Un has taken an active interest in various affairs tending to promote cordial trade relationship between America and China since his advent into New York several years ago. The rapid growth of the agency of his bank in New York City, bears testimony to his efforts. The annual dinner of the China Society, held at the Hotel Plaza, New York, on February 12th, was a great success, more than 400 being present.

When a building contractor's workmen commenced the demolition of a number of tenement houses in Cooke Street, near the Kowloon Docks, yesterday morning there was a demonstration by the Chinese tenants who collected in large numbers and jeered at the workmen. When the police arrived on the scene the situation had reached a critical stage, but the arrest of two men had a quietening effect. The workmen, however, were compelled to cease demolition operations and the tenants are still in occupation of their threatened homes. It will be remembered that a protest by the tenants in this street was recently read in the Legislative Council by the Hon. Mr. Pollock, and His Excellency undertook to consider the grievance if the letter signed by the tenants was sent by Mr. Pollock to the Colonial Secretary.

COLLISION IN THE HARBOUR.

BIG STEAMERS COLLIDE.

Yesterday morning at 4.30 o'clock, a collision occurred in the harbour between the s.s. *President McKinley*, which was being towed from Taikoo Docks to buoy A28, and the Blue Funnel steamer *Perseus*. Fortunately, not much damage resulted.

The *President McKinley* was caught by the strong tide and the tugs failed to keep her clear of the *Perseus*, lying at buoy A2, with the result that the deck railing of the *Perseus* was struck as the moving vessel swung round. The *McKinley* was not damaged but the poop and deck railings of the *Perseus* were.

The sailing of the *Perseus* has been postponed from to-day to Thursday. We are informed by Messrs. Butterfield and Swire that the delayed sailing of the Blue Funnel vessel is in no respect due to the accident reported, but to cargo arrangements.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

CATASTROPHIC FLOODS.

FATAL BRIDGE COLLAPSE AT SEVILLE.

SIGHTSEERS HURLED INTO RIVER.

PARIS, March 30th.

Advices from Seville state that as a result of torrential rains the old bridge across the Guadalquiver River, on which a crowd was watching the flood collapsed under the weight of a crowded motor bus.

The bodies of 30 dead have been recovered up to the present while 50 persons were injured.

ROADS AND RAILWAYS BLOCKED.

Enormous damage has resulted from the floods elsewhere in Spain, and it is reported that roads and railways are blocked.

PARTS OF POLAND DEVASTATED.

FLOOD SWEEPS WHOLE COUNTRYSIDE.

WARSAW, March 30th.

The rising of the Vistula River caused catastrophic floods involving the towns of Cizchocinek and Torun, and thirty-eight villages.

SEVENTY LIVES LOST.

Thousands of farmers lost all their cattle and implements, several factories were partly destroyed and over seventy lives were lost.

RUSSO-RUMANIAN CONFERENCE.

DEADLOCK ON BESSARABIA QUESTION.

VIENNA, March 30th.

A complete deadlock on the subject of Bessarabia marks the Russo-Rumanian Conference which is proceeding here.

The Rumanian delegates having refused to discuss the question, which they contend was settled by a decision of the Ambassadors' Conference, the Russians issued a statement declaring that the Soviet Government would never consent to the annexation of Bessarabia by Rumania, contending that the Allies endorsement of the annexation is invalid, and insisting that the question must be settled by a plebiscite.

BRITISH WORLD FLIGHT.

SLIGHT MISHAP.

ATHENS, March 30th.

Lieut. MacLaren was compelled to descend at Lake St. Matthew, Corfu.

Nobody was injured though the machine was slightly damaged.

The aviator will continue his flight after necessary repairs have been effected.

EARLIER CABLES.

LONDON TRAM STRIKE SETTLEMENT.

LONDON, March 30th.

Crowded meetings held in London warmly applauded Mr. Bevin, who advocated acceptance of the tram and bus employers' offer as a great victory.

EARLIER CABLES

[REUTER'S AMERICAN SERVICE.]

CHESS TOURNAMENT.

DR. LASKER LEADING.

NEW YORK, March 30th.

At the end of the tenth round of the chess tournament, Dr. Lasker is leading with six wins and two losses.

Alekhine has six wins and three losses, and Reti, Tarakower and Capablanca have each five wins and four losses.

ELEVENTH ROUND.

LATER.

In the eleventh round of the International Chess Tournament, Marshall defeated Edward Lasker, Maroczy defeated Janowski and Reti defeated Tartakower. Dr. Lasker and Yates drew after fifty-five moves. The game between Alekhine and Boguljubow was adjourned, and Capablanca had a bye.

PRINCESS ZENIA OF GREECE.

NARROW ESCAPE FROM DROWNING.

BRUNSWICK, March 30th.

Mr. Leeds and his wife (Princess Zenia of Greece) and their guest, Mrs. Thompson, a daughter of ex-Ambassador Harvey, had a narrow escape from drowning in a gale in the dangerous Simon's Sound when their launch returning from Picnic Island sank 300 yards from the shore.

The party, with the aid of lifebelts, reached the shore in a small dinghy which the launch carried astern, after a perilous struggle.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SABOTAGE ON CORREGIDOR.

SERIOUS WATER SHORTAGE.

MANILA, March 30th.

Twenty Filipino labourers on Corregidor, the fortified island at the mouth of Manila Bay, were discharged by the Army, following an attempt to cut off the fresh water supply last week by tampering with the valves.

One hundred and fifty thousand gallons of water were wasted before the sabotage was discovered, leading to a serious shortage.

The authorities are not certain whether the attempt was directed against the individual or against the Government.

SINO-RUSSIAN NEGOTIATIONS.

M. KARAKHAN PLEADS ILLNESS.

PEKING, March 30th.

In response to Dr. Wellington Koo's invitation to a personal talk with M. Karakhan on Friday evening, the latter pleaded illness and sent his secretary to call on Dr. Wellington Koo.

Two exchanges of messages occurred on Friday and one on Saturday morning.

Dr. Wellington Koo said he felt impressed by two points in M. Karakhan's Memorandum of March 24th: (1) That M. Karakhan admitted that the initialled agreements, one covering general matters and the other relating to the Chinese Eastern Railway, were preliminary texts subject to approval or rejection by the Chinese Government; and (2) that the two days' time-limit was not intended to obstruct but to expedite the settlement.

Dr. Wellington Koo proposed a modification of the two articles in the original draft concerning Mongolia, contending that Article IV. was not comformable with the principle of reciprocity, for whereas China was asked to renounce all treaties and agreements made with a third party affecting Russian interests, Russia was only to renounce Tsarist treaties and agreements with a third country affecting Chinese interests. The agreement should provide for reciprocal renunciations.

As regards the withdrawal of the Russian troops from Mongolia, Dr. Wellington Koo proposed that the principle of inviolability of territorial sovereignty should be recognised.

Concerning the settlement of Russian church property, which was to be arranged by an exchange of Notes, Dr. Wellington Koo proposed that it remain in abeyance till after the establishment of normal relations, because the Chinese Government was not yet in possession of all the facts concerning such properties.

Dr. Wellington Koo hoped that M. Karakhan would see the reasonableness of these proposals, adding that it was quite in conformity with international practice for one of the contracting parties to propose changes. He was not opposed to the immediate restoration of relations with Russia, but he thought that such a step could not be considered an end in itself, and that there must be some basis to regulate such relations.

Dr. Wellington Koo pointed out that the negotiations between the Chinese and Russian delegates were brought to a sudden stop on March 14th without any previous knowledge of the Chinese Government. He argued, therefore, that no party should take advantage of that mishap.

It seems to be the view of the Chinese Government that M. Karakhan does not appreciate the sincerity of the Chinese in trying to meet him halfway and to find a satisfactory basis for the conduct of peaceful relations between the two countries.

SUN'S DELEGATE TO MUKDEN.

SHANGHAI, March 30th.

Mr. C. C. Wu, Sun Yat-sen's Foreign Minister, returned from Mukden yesterday.

Interviewed, Mr. Wu stated that his mission had been merely to extend birthday greetings to Marshal Chang Tso-lin. He denied the report that he went to complete negotiations for an alliance or an arms convention.

SCOTTISH LETTER.

IRISH MENACE TO SCOTLAND.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, February 8th

The large emigration of Scots from Highlands and Lowlands and the still larger influx of unskilled Irish labourers, is greatly regretted in many quarters. Ultra Scots say that there are now over 600,000 Irish people in the Scottish industrial belt, and multiply so much more rapidly than the Scots that in fifty years they will form the majority. I am not sure whether this is calculation or prophecy. But one fact is beyond question,—namely, that the Irish population in the Clyde belt is largely responsible for the return of Socialist representatives for that area. Indeed, we should be inclined to go further and say that not a single Socialist representative in Scotland would have been returned if the Irish vote were subtracted. This is a serious matter for the Scots, whose political mind is being misrepresented by the growth of a non-Scot element.

A London writer replies to the grievance of some of the extremely patriotic Scots, by pointing out that "the Scot emigrates to benefit himself, and he can scarcely be allowed to argue that while he leaves his native country another race, regarding Scotland as more desirable than he does, shall not be allowed to take his place. Somebody must run the country if it is not to waste away." The conclusion of the Southern writer is—"Should Scotland decide on a campaign to convince everybody of the advantage of living in his native country, there will be no opposition, but rather enthusiastic endorsement from England, even though we be thereby deprived of a Prime Minister."

The vague uneasiness excited by the alarmist statement as to the extent of the Irish invasion of Scotland is reduced to its proper proportions by some details of the last census figures. These show that in 1921 there were fewer Irish-born people in the country than in 1911. The decrease was 15,695, and over a period of 20 years there was a decrease of 46,044. All the people of Irish birth in Glasgow (65,688) could very comfortably attend a football match at Hampden Park without the rest of the city being aware that the streets were any less crowded than usual. In point of fact, there are more English-born people in Scotland than Irish-born. The ratio is 3.88 of the total population, as against 3.26 for the Irish-born. Now that Scotsmen are firmly assured by these official figures that they still rule their own roost, they can complacently go on with the business of controlling Great Britain as well.

SLUMP IN DEER FORESTS.

The case of the Duke of Westminster's application for reduction of the annual valuation of a Highland deer forest of which he is the proprietor is of considerable interest both in a social sense and from the point of view of rating authorities in the Highlands. There are many signs that the demand for deer forests has fallen off. Grouse moors, apparently, retain their popularity, owing in some measure to the easy motor run to the butts, the lunch cart, the bevy of ladies at lunch, and other features which may alternatively be described as abominations or amenities. But apparently chasing the deer and following the roe is rather too strenuous an occupation for the majority of the new rich. At all events, the pleasure to be derived from it does not appear to be held commensurate with the huge outlay involved. One contributory cause is, of course, the large increase in the cost of the upkeep of shootings. But the chief drawback of deer-stalking would seem to be the difficulty of conveniently combining it with motoring. Now-a-days, also, the possession of a deer forest no longer confers the same social cachet as it did in the days when the majority of sportsmen were aristocrats. Taken on its own merits, as a form purely of amusement, it is found wanting when compared with pursuits that involve rapid movement and a quick succession of social distractions. The new rich will never be at a loss for ways of getting rid of their money, and it does not seem likely that they will have to fall back upon deer-stalking to an extent sufficient to maintain in the future the present values of deer forests.

THE NOBEL PEACE PRIZE.

A memorial has been sent to the Norwegian Nobel Committee, recommending that the Nobel Peace Prize this year be given to Mr. E. D. Morel, M.P., who represents Dundee in the House of Commons. The memorial thus describes his works:—"From 1900 to 1912 E. D. Morel conducted his great campaign against the Congo atrocities. Until the publication of his book, 'Red Rubber,' in 1906, his struggle against one of the subtlest of European monarchs was almost single-handed, and his final success, when the reforms of 1912 were secured, was recognised by national and international tributes. From that time he devoted himself to the study of international questions, and in his published work from 1922 onward he described the dangers he saw threatening the peace of the world, and especially the perils growing out of the exploitation of Africa by the great European Powers. From the outbreak of war in 1914 he worked determinedly, and in the face of bitter opposition and persecution for a means of securing a lasting and an early peace, doing his utmost to make known the truth about the war as he saw it, and the principles upon which peace could be founded. From the black days of the war he has now emerged to occupy a foremost place amongst those members of the House of Commons whose work for world peace is acknowledged and honoured." The signatories to the memorial include Mr. J. Ramsay MacDonald, Lord Parmoor, Mr. C. P. Trevelyan, Mr. Arthur Henderson, Mr. Philip Snowden, Professor Raymond Beazley, of Birmingham University; and Mr. Arthur Ponsonby.

DEMOCRATIC RUGGER.

The composition of the Welsh Rugby team which met Scottish at Edinburgh presents an interesting contrast to that of the Scottish team, and provides evidence, if any were needed, of the democratic nature of Rugby football in Wales. It is noteworthy that, while the members of the Scottish team are mostly ex-public school and University men, the representatives of Wales include two miners, a labourer, a dock worker, a steelworker, and four policemen.

UNIVERSITIES AND RUGBYMEN.

There is likely to be a "steer" over the resolution passed at the Scottish Students' Conference in Edinburgh, which strikes at the F.P. Rugby teams in the Capital and elsewhere. Students are expected to offer their services first to their Universities. This means that the lads from Watson's, Heriot's, Daniel Stewart's, etc., will be compelled to play against their own schools which gave them their training so that the Universities may get their pick of players. It is doubtful if the University authorities will interfere, as suggested, with the liberty of the students. When an outstanding game is on the card,—say with Oxford or Cambridge—the University makes a call on its students who play for other clubs, and they always willingly respond.

MISCELLANEA.

In pleading at the Presbytery of Edinburgh for aid for the distress in the Highlands and Islands, the Rev. Dr. Norman MacLean referred to the bad weather conditions last autumn. A friend of his had told him that he spent a month in his native island in August last year. He had one shower of rain, and that one shower lasted 28 days.

In Lady Norah Bentinck's "Wanderings and Memories" there is a passing glimpse of Ramsay MacDonald. In the course of a conversation she told him that she was trying the Coué system on her little boy—she goes beyond this, and is a believer in the "supernormal"—by repeating to him slowly and distinctly when he is sound asleep. "You must be Lord Chancellor"; the only result, however, so far, being that he murmured when half-awake, "No; I'll be a chauffeur." "He (Mr. MacDonald) wondered why I had chosen Lord Chancellor rather than Prime Minister. Did I think it a more important post? and I said that I did."

During Mr. Ramsay MacDonald's recent visit to Edinburgh his host was Mr. Alexander Grant, the biscuit manufacturer, who had recently offered to provide funds for the erection of a Scottish National Library. Like Mr. MacDonald, Mr. Grant was a humble Moray "loon," and started at the bottom of the ladder. When he came to Edinburgh his first call was at the bakery door of Messrs. McVitie and Price. He was informed that no new hands were required, but the persistence of the young man from the North at last brought the query—"Well, what can you do?" "I can make a better biscuit than you," was the prompt reply. He was invited to show his skill, and that the loon was as good as his word is borne out by his position to-day and the reputation of the firm as biscuit makers.

Not many people have read Mr. Ramsay MacDonald's beautifully written life of his wife, Margaret Ethel MacDonald, and this short extract may be given as a sample of his style—"Where has love walked more tenderly with death than in the Tweed dales, or where have brave hearts fought against fate more grimly and chivalrously? The songs of the valleys are the defiant lilts of the soldier and the heart-broken croonings of the maiden. A brief romantic life and an untimely pathetic death, that was the fate which made the hills and dales of the Tweed country sonorous with ballad and song."

Mr. William Adamson, M.P., the new Secretary for Scotland, has a hobby that would not appeal to all Ministers of the Crown. He takes a very deep interest in the religious welfare of children, and when he is in Dunfermline he conducts a Bible class every Sunday afternoon.

A new Socialist M.P., "probably a Scot," was the guest of a provincial Chamber of Commerce and sought to show that members of the new Government were not lacking in business ability. One of them, he said, came into the smoke room of the House of Commons, and stated that he had drawn his 4/6. "Where did you get it?" asked several other members who were sitting round. He explained that it was interest on his election deposit, and his comrades made a note of it.

FUTURE OF ENGINEERING.

THE CONSERVATISM OF BRITISH MANUFACTURERS.

Addressing a meeting of the Engineering and Shipbuilding Staff Workers' Alliance at Glasgow on February 4th on the future of the shipbuilding industry, Mr. J. W. Muir, M.P., Parliamentary Secretary to the Ministry of Pensions, emphasized the necessity for the workers recognizing the political as well as the industrial side of industry. We had come through a trying, interesting, and dangerous time, he said, and he hoped the workers had learned the lesson that where sectionalism in trades existed they could not have full solidarity.

Discussing the future of engineering, he said that manufacturers in Great Britain were conservative and had not taken advantage of all the new discoveries or made full use of science, with the result that this country was gradually slipping back. Before the war both Germany and America were seriously menacing us. During the war there was a great improvement, but he complained that the lessons learned then had not been made full use of. He also emphasized the fact that dilution was daily becoming necessary in the development of industry and there was no escape from it.

There is still evidence that people have *not faced* in their private lives the urgent need of economy.—*Sir Donald Maclean.*

ART OF PARODY.

SIR OWEN SEAMAN'S ADDRESS.

Sir Owen Seaman, editor of the *Punch*, was the guest of honour on February 11th of the Authors' Club, 2, Whitehall Court, and delivered an interesting address on the art of parody.

The Chairman, proposing the health of Sir Owen Seaman, said a lot of people though Sir Owen had a "cushy" job, envisaging him seated in splendid isolation with an enormous cigar and a bottle of champagne, reading other people's jokes. Sometimes Sir Owen made jokes himself, and sometimes he drifted into delightful verse. "Governments decline and fall," concluded Mr. Vachell, "but *Punch* remains with us, ever youthful, ever vigorous, omnipotent in its way, a restraining force on politicians, a kindly censor on our morals and manners—*Punch* with youth at the prow, those joyous little sprites who dance on the cover, and an able seaman at the helm. (Laughter.) Let us drink deep to the pilot. High health to him and best of luck—*Floreat Seaman.*"—(Cheers.)

A COMMON MOTIVE.

Sir Owen Seaman remarked that by its derivation the word "parody" signified a counter song. It covered all forms of imitation from the lowest, a mere verbal echo, to the highest, where it became a department of pure criticism. In its lowest form where it aimed at nothing better than verbal adaptation, parody did not demand a very high gift of literary sense. Few things could be easier than to take a familiar poem, such as "The boy stood on the burning deck," and begin as follows: "The girl sat on the frying-pan." (Laughter.) It might require some little ingenuity to preserve throughout the poem the consistency of so futile a beginning, but it did not necessarily require a very strong faculty for appreciating style. And it was because this form of imitation was so easy, and also because, being itself a feeble thing, it still was a deadly force for the destruction of sentiment, that the whole art of parody had often been regarded with contempt even by those who took a sneaking pleasure in its products. And yet in the lowest department of parody a very fine verbal ingenuity might be shown, and some of the best masters of the art had condescended to practise it.

It often happened that a writer of light verse chose the medium of parody because, having selected his subject, he remembered that the same or a similar topic had been treated elsewhere in serious vein, and recognised that by imitating work that was well known he would be able to utilise the force of contrast, acting upon emotions already made receptive by familiarity with the original. Perhaps the most common motive of parody was to be found in the instinctive tendency to use someone else's work as a kind of "jumping-off ground," from which the humorist might contrive to impose himself upon public attention.

THE SIMPLEST FORM.

Coming to parody proper they found it in its simplest form where a parodist took some individual work and by grotesque exaggeration ridiculed the author's plot or subject matter as distinct from his literary manner. This was Bret Harte's primary object, admirably achieved, in his "Condensed Novels." (Hear, hear.) It was true that he also aimed at the imitation of literary style, but in this he did not always show a very great subtlety of observation, and was much more successful with his farcical burlesque of plot and theme and general method. A higher stage was reached when the parodist attempted the imitation of an author's literary methods. A recognised masterpiece in this kind was Calverley's "The Cock and the Bull," after Browning's "The Ring and the Book." Of its kind it was incomparable, and yet it did not belong to quite the highest order of parody. It was always the easier task to seize upon the glaring eccentricities of an author, and always the harder task to catch and reproduce the permanent qualities of his style and attitude of mind. (Hear, hear.)

In its highest development parody aimed to achieve this harder task. It went beyond the imitation of a single poem or book; it sought to reproduce the abiding qualities of a writer's style of speech and thought. To this end a parodist must become deeply imbued with the manner of the writer whom he wished to imitate; he must grow familiar with his methods, as a man acquired a familiarity with a foreign tongue or a local dialect so as to speak it fluently, or as an artist learnt to depend upon his knowledge of anatomy without reference to a particular model. But to become familiar with an author's style required a close study of his works, and it happened sometimes that the writers who seemed most to lend themselves to ridicule were the very ones whom they did not happen to be in the habit of reading. (Laughter.) That was his difficulty when he wanted to parody a certain popular authoress, having never succeeded in assimilating a single example of her works. (Laughter.) He confessed that to attain his purpose he resorted to what he now regarded as an unworthy device. He bought for half-a-crown, a book of selections entitled "The Beauties of Marie Corelli," and thus saved himself a vast amount of trouble. (Laughter.) He economised, too, in the form which he gave to his imitations, following here the epigrammatic lines of his book of selections. There might be some who contended that a parody should tell no tale of its own, or at least have no design outside the scope of its particular purpose as a literary imitation pure and simple; that it should not go beyond the criticism of a man's work to include, for instance, a criticism of the man himself. Personally he did not support that view or see why the value of a parody should necessarily be diminished by such extension of its aim, especially if the man were the mouthpiece of the criticism on himself. But it was certain that, whatever be the aim of their parody, they must maintain in regard to themselves an attitude of detachment. Whether they wrote from their own standpoint, or from the standpoint which, for their own purposes, they assigned to their victim, the parody must be allowed to speak for itself; they must not introduce explanations or call attention to the points they were making. Their criticism must furnish its own interpretation without the assistance of a showman.

TEST OF A GOOD PARODY.

Reverence might seem a strange quality to require of a parodist, yet it was an instinct with the best of them. Every true artist recognised, or used to recognise the limits imposed by the laws of decency upon his art, and the true parodist as much as any. He would not burlesque a sacred poem or a work of deep and moving sentiment such as Tennyson's "Crossing the Bar," though such might seem to offer themselves an easy prey. (Hear, hear.) And, for a quite different reason, he would not parody any work that was humorous in the best sense. That, too, was not a fit object for ridicule. He might choose to imitate it as an artistic or academic exercise, but nothing more. To ridicule it would be a breach of that professional etiquette which prescribed honour even among thieves. (Laughter.) When he said that parody was limited in the choice of its objects by their adaptability to the purpose of ridicule, he was far from implying that it must confine its operations to the exposure of sham and pretentiousness, of egoism and affectation, and other symptoms of maladies for which ridicule was the best prescription. (Hear, hear.) Passing to the question—What was the test of a good parody?—some people, said Sir Owen, would tell them that it ought to amuse and delight the reader, even when he was totally unacquainted with the original upon which it was modelled. That was no doubt a very desirable thing, more especially in an age such as our own, when too little attention was paid to the serious poetry of the day. But it by no means followed that this was a final test of a good parody. A parody might give great amusement to those unacquainted with the original and yet be a very bad parody. The true test of a good parody was that it should satisfy those who were well acquainted with the original. But perhaps the very highest test of a parody was that its merit should be acknowledged by the man himself whom it victimised. Certainly he never felt so complimented as when he heard that the late Mr. W. E. Henley had so far approved a parody he had made at his expense as to say that he could have sworn he must have written it himself when he was drunk. (Laughter.) A good parody should not be without its salutary effects, for in its highest form parody was a department of pure literary criticism. It was criticism by illustration. It enabled an author to see himself as others saw him. This undoubtedly was what happened to the late Mr. Stephen Phillips, who, after remaining obdurate to the attacks of ordinary criticism, was induced, through the influence of a parody, to modify his arbitrary methods of accentuation. Columns of abstract criticism might be penned to prove that an author's style was marred by mannerisms or defects of technique, and they might leave him cold, hard, and obstinate. But let these weaknesses be shown up in a genial parody, touched with just enough of distortion and exaggeration to force the truth home, and if he were an honest man he would acknowledge the justice of the criticism, and if he were a wise man he would set to work to mend the error of his ways. Thus even the humble parodist might become a power for good. (Cheers.)

In the discussion which ensued Mr. Ernest Short said that parody did not necessarily imply want of respect for the original parodied, as might be judged from the fact that some fine parodies were written by poets on their own work, notably Swinburne and James Hogg. The keynote of the parodist mood, however, was destructive criticism. Nowadays, the trend of parody was away from the mere guying of the original and towards the creation of a new thing. Thus Sir Owen Seaman's "At the Sign of the Cock" was nominally a parody of Meredith's "Ode to France"; really it would prove a valuable historical document when historians wished to understand the Marchand tour to Fashoda.

GERMANS AND MR. WILSON.

THE FLAG INCIDENT.

The action of Dr. Otto Wiedfeldt, German Ambassador at Washington, who declined to place at half-mast the Embassy flag until a public protest was made, was the one unpleasant incident relating to Mr. Wilson's funeral. It was not until a crowd of over a hundred men, led by former soldiers, descended on the German Embassy two hours before dawn on February 8th, nailed the American flag to the portico, and sang the "Star-spangled Banner" that the Ambassador really woke up to the fact that he must join with the other Embassies in displaying his flag token of mourning. Dr. Wiedfeldt seems to have asked Berlin for instructions regarding the death of the former President, and was apparently told to refrain from the expression of any official condolences on behalf of the German Government, and to do as he saw fit regarding personal participation in the funeral ceremony. Dr. Wiedfeldt says he took the view that Mr. Wilson died as a private citizen, and in that capacity a half-masted flag was entirely a matter of personal option. The German Press in the United States criticises Berlin for lack of tact, let alone diplomacy. There is a big population here of German origin or descent very anxious to heal the wounds of the war, and it is recognised that such a blunder as that committed at Washington is detrimental to friendly relations between America and Germany, and a source of gratification to those entertaining ill-will towards Germany.

Capital has become impersonal, and is held by the absent shareholders who have no idea how the industry is run and have no control over the directors.—*Mr. H. Slesser* (Solicitor General).

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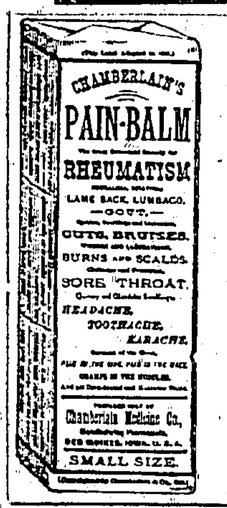

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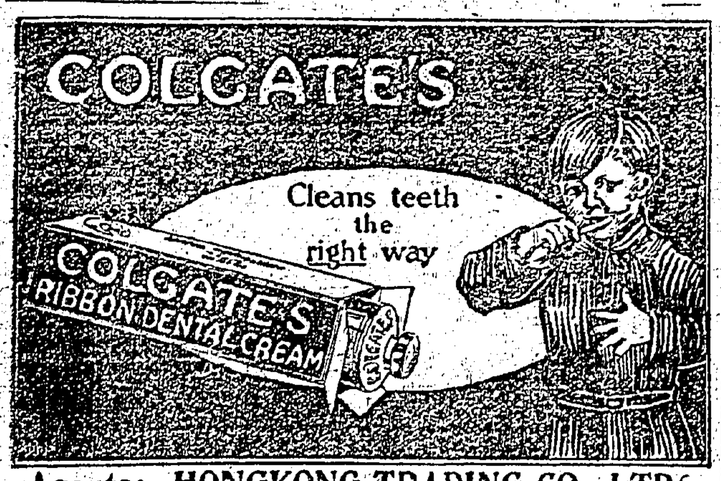

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THE SOROPTIMISTS.

A Soroptimist, by a process of derivation for which we take no responsibility, proclaims herself to be a woman and a sister who declines to be downhearted. We regret to add that there is at present only one sodality of them in Great Britain. The Soroptimist Club of Greater London, with courage equal to its faith, has just asked Lord Birkenhead to speak to it on the dwindling sphere of man. He must have felt that he knew something of the emotions of Balaam, for he was constrained to bless though his original and natural intention was to other strains. Impenitent he stood before the Soroptimists, declaring himself against women in political life and glorying in his shame. Through long years he protested he had done what in him lay to keep women out of the House of Commons, and if he could drive them out now, out they would go. The gods turn to the winging side. Cato stands by the defeated. Our Cato of the Woolsack, however, boasts that he has had his victories, too. That the House of Lords is still reserved for men is his deed: alone he did it. And yet, though upon the House of Lords "the tired sea, vainly breaking, seems there no painful inch to gain," elsewhere Lord Birkenhead sees "silent, flooding in, the main." Women have conquered, he makes his confession. In no department of life now can men maintain their old undisputed supremacy. Only the man cook and the man milliner still desperately assert the ancient rights of their sex. Lullibria rerum humanarum! Such a farce is the world as seen by the last, lorn champion of the male. We congratulate Lord Birkenhead on the tragic dignity of his lamentation. Mr. Boswell himself, though his conviction of the superiority of the masculine was not less passionate than Lord Birkenhead, could hardly have spoken with more majesty. But Lord Birkenhead surrenders with a grace which was not, we fear, in Bozzy. He has formally abdicated and abandoned to the Soroptimists all his pride in his sex, all his faith that "mentally, intellectually, physically" he is a superior person. But whether after this palinode he was able to feel any of that cheery faith in the world which warms the hearts of the Soroptimists we cannot tell.—*Daily Telegraph.*

THE VICAR'S COLD.

Through many generations popular wits have sought to be facetious over the attentions lavished upon the clergy by adoring ladies. This vulgar fashion we disdain. It must be clear to any sensitive mind that anxiety for an man's welfare can be very embarrassing to him. Therefore we ask sympathy for the Vicar of Addlestone. He has had a cold. Though fellow-feeling makes us wondrous kind, we should not, on that account alone, have written an appeal for him. He has also parishioners. In their anxiety to relieve his catarrh they have given him "black-currant jam, bottles of raspberry vinegar, turnip-juice, port wine, lung tonic, pectoral balsam, aniseed balls, formalin pastilles, acid drops, pine inhalant, jujubes, and lozenges." There seem to be representatives of all schools of thought in the parish of Addlestone. The older medicine has its votaries, modern remedies are in use, to say nothing of the evidence that magic is still trusted. But the lot of the vicar is hard. In the depression of mind and irritation of spirit produced by a cold—for we suppose that even vicars, being human, are not immune from these consequences—to be offered such a choice of half a chemist's shop and all a still-room, to be afflicted with the knowledge that by the choice some dear soul will be distressed, another infuriated, is too much. For it is plain that the vicar did not take all these remedies. He yet lives. We would not disturb his convalescence, but, since he has told us so much, we must ask that he will, when well and strong beyond all fear of turnip-juice, tell us more. Our plea is for the advancement of human knowledge. A man with such skill in handling the donor of the superfluous and the terrible that he can receive these things and still survive and thrive is one at whose feet all those of us who wish to go through the world without making too many enemies will eagerly sit. Which of the remedies did the vicar use, and what did he say to those eager benefactors whose remedies he did not use? That is what we fain would know.—*Daily Telegraph.*

HOUSE SHORTAGE AND BIRTH-RATE.

Two of the most difficult problems which face the large towns of France at present are the housing shortage and the decline in the birth-rate, for neither of which has any practical remedy been found as yet. Many people declare that the decline in the birth-rate is in some measure an effect of the housing shortage, but a property owner at Bordeaux has linked the two problems in another way. He is going to make the scarcity of accommodation help to promote repopulation by holding out cheap housing as a reward to those who are founding families. He has given 25,000f. to the Municipal Housing Office for the erection of a house to be let to a young couple who will undertake to have one child in three years, two in six years, three in nine years, and four in twelve years. To begin with, they will pay only two-thirds of the ordinary rent, which will be further reduced by 10 per cent. on the arrival of each child until it reaches the nominal figure of 10f. a month. By way of encouraging others to follow this philanthropist's example, the municipality has made a free gift of a suitable site to the local housing office.

Don't think that because you live in the age of aeroplanes you know all about hygiene: your grandmothers were no fools. —*Sir James Cantlie.*

A child at lunch in a New York hotel is not like anthing in heaven or earth or in the waters under the earth.—*Mr. G. K. Chesterton.*

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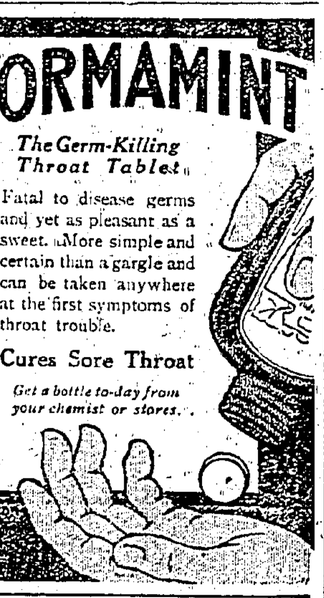

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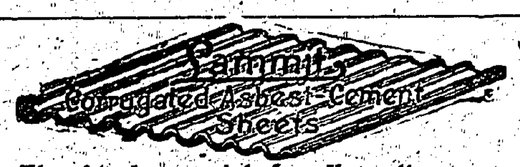

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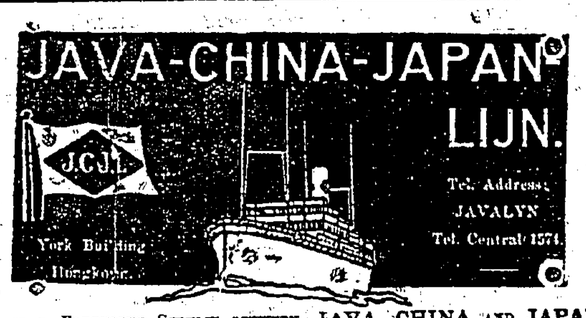

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THE SECOND CHAMBER.

A SCHEME OF REFORM.

Lord Hugh Cecil, in a recent contribution to the *Morning Post*, said the result of the General Election should remind both Conservatives and moderate Liberal of the urgent need of restoring to our Constitution the steadying and preserving influence of an efficient Second Chamber, furnished with adequate constitutional powers and supported by public opinion in their firm exercise.

DISASTROUS APATHY.

The unrestrained despotism of a majority of the House of Commons elected after the fashion which is familiar to those who go electioneering is something which cannot be paralleled in any other political system operating in a great country, not in a revolution but in normal and stable conditions. I confess that it seems to me very strange that Conservatives have viewed so apathetically the danger that is now drawing near. No one can tell what will be the result of the next General Election. And yet Conservatives seem hardly to care to consider what might be done by a hostile majority under the Parliament Act. The absolute control of finance in a single session which the Parliament Act gives to the House of Commons leaves property exposed to confiscation without any possibility of constitutional resistance. Yet, when one urges the question of applying an efficient remedy, Conservatives appear merely bored and evidently anxious to leave things alone. This is the sort of self-confidence and apathy that brings disaster.

It may be said that the apathy of Conservatives springs from a sense that the problem of providing an efficient constitutional check on the House of Commons cannot be solved. "We know," Conservatives may say, "that the danger is great: but also know that many people of high ability have tried their utmost to put forward some satisfactory proposal for amending the Parliament Act, and restoring the efficient control of a Second Chamber, and have not succeeded in framing a scheme which seems acceptable. We would gladly see an effective remedy applied, but we have begun to despair of finding such a remedy."

THE CHIEF DIFFICULTIES.

It is quite true that the problem is a very difficult one and that many have tried in vain to propound a solution. All schemes for restoring the control of a Second Chamber which have hitherto been put forward are exposed to one of two main objections, or sometimes to both those objections.

The first objection is that the dangers we have to fear from a revolutionary House of Commons are now especially financial. No plan, therefore, that does not protect the subject from the hasty or offensive treatment of finance is worth having, because it fails to guard against the chief danger. Yet the long tradition of the British Constitution and the strong sentiment of popular opinion alike make it impossible to assign real powers of financial control to the existing House of Lords or to any Second Chamber which contained a large hereditary or even appointed membership. Finance, according to our tradition, must be handled by the Commons, not by those whose legislative authority is based on an hereditary title or on appointment by the Crown.

The second objection that schemes for establishing a reformed Second Chamber with adequate powers have to meet is that if you abolish the House of Lords and create an elected Chamber you part company with the hereditary principle, destroy the continuity of the Constitution, and isolate the Monarchy, leaving it a survival of heredity, a lonely and unstable anarchronism; nay, you deeply injure the historical prestige of the whole Constitution, hitherto descending unbroken from the very dawn of our national history, and lower the fame of Parliament, and of the House of Commons itself.

Some schemes make shipwreck on the first of these rocks, some on the second, some seem to be so unfortunate as to destroy the old character of the House of Lords and the historical continuity of the Constitution without setting up an elected Chamber endowed with effective control over finance. It is the sense of the apparently insoluble difficulty of avoiding these two objections that disheartens Conservative reformers and makes them relapse into apathy. But the apathy remains inexcusable.

BASIS OF THE CONSTITUTION.

Let us begin the task of construction by recalling the principle of the Constitution as it was before the Parliament Act. Parliament originated in the Middle Ages as expressing the mediæval theory that the community was divided, under the presidency of the King, into three Estates, the Clergy, the Nobility, and the Commonalty. At a very early period the Lords Spiritual and Temporal became amalgamated, and the lower clergy dropped out of the Commons, though the Archbishops are still enjoined to bring them to Parliament. Parliament thenceforward consisted of two Houses, one representing the Lords and the other the Commons.

In process of time, the Commons insisted that all taxes and supplies were their grant, and that the only function of the Lords was to consent to the law which carried out the grant that the Commons had made. The Lords never in form admitted the claim of the Commons, but it came to be recognised and acted upon. In 1909 the Lords, after long disuse, asserted their constitutional right to reject a finance Bill. I have never been able to understand how that constitutional right could be denied by anyone who has studied history. That the assertion of the right was injudicious may well be maintained, but that it was constitutional seems to me beyond dispute. It was, however, resisted, and in the end condemned by the electorate; and as a consequence of the two General Elections of 1910, the Parliament Act was introduced and ultimately passed.

Thenceforward laws could be enacted not only as heretofore by and with the consent of Lords and Commons, but also by and with the consent of the Commons alone. A distinction was drawn between Money Bills and ordinary Bills, by which Money Bills could be passed by the Commons in a single session, whereas Bills other than Money Bills must be passed three times by them in a period of not less than two years. So that now we have two ways of passing laws. One is by and with the consent of Lords and Commons, the other is by and with the consent of the Commons alone. We have not altogether departed from the old mediæval conception that the community consisted of different estates. Nominally we still require the consent of the first two estates, the Lords Spiritual and Temporal as well as of the Commons; but in exceptional circumstances the Commons may supersede the Lords Spiritual and Temporal, and the King in Parliament way exercise the sovereign power of legislation and taxation without the consent of the Lords.

This is the Constitution as it stands now. Let us see how we might amend it.

Experiments have been made on the Rome Northern Railway with what is described as a "new thermo-arc locomotive," the invention of the Italian engineer Fausto Zarlatti. It is an ingenious utilisation of the combined efficiency of hot compressed air and steam, and it is claimed that the new system will mean a reduction of 70 per cent. in traction expenses.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at NOON on THURSDAY, the 3rd April, taking Cargo for the above Ports.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.
Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 31st March, 1924. [567

S.S. "CAPITAINE FAURE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, MANCHESTER, ANTWERP, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd April, 1924, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 7th April, 1924, or they will not be recognized.
All damaged packages will be examined on Wednesday, the 2nd April, 1924, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSER, Acting Agent.
Hongkong, 27th March, 1924. [563

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

BANGKOK via SWATOW	"HOPSANG"	Tuesday,	1st Apr., Noon.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG"	Wednesday,	2nd Apr., 7 a.m.
SANDAKAN	"HINSANG"	Wednesday,	2nd Apr., 1 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday,	2nd Apr., 3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Friday,	4th Apr., 7 a.m.
MANILA	"YUENSANG"	Saturday,	5th Apr., 11 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday,	9th Apr., 7 a.m.
KOBE via SHANGHAI	"KUTSANG"	Wednesday,	9th Apr., 7 a.m.
TIENTSIN	"CHEONGSHING"	Wednesday,	9th Apr., Noon.
SHANGHAI via SWATOW	"FOOSHING"	Friday,	11th Apr., 7 a.m.
MANILA	"SUISANG"	Saturday,	12th Apr., 11 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	13th Apr., 10 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Wednesday,	16th Apr., 7 a.m.
KOBE via MOJI	"LAISANG"	Friday,	18th Apr., Noon.
KOBE via SHANGHAI	"HOSANG"	Friday,	25th Apr., 7 a.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.
BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lubuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.
BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about **Wednesday, 2nd April, 3 p.m.**, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves H'kong.	Discharges.
"GLENGARRY"	17th Apr.	"PEMBROKESHIRE"	2nd Apr.	London, Rotterdam & Hamburg.
"GLENAMOY"	4th May			
"GLENAPP"	15th May	"GLENOGLE"	22nd Apr.	Genoa, London, Rotterdam & Hamburg.
"CARMARTHENSHIRE"	29th May.			

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
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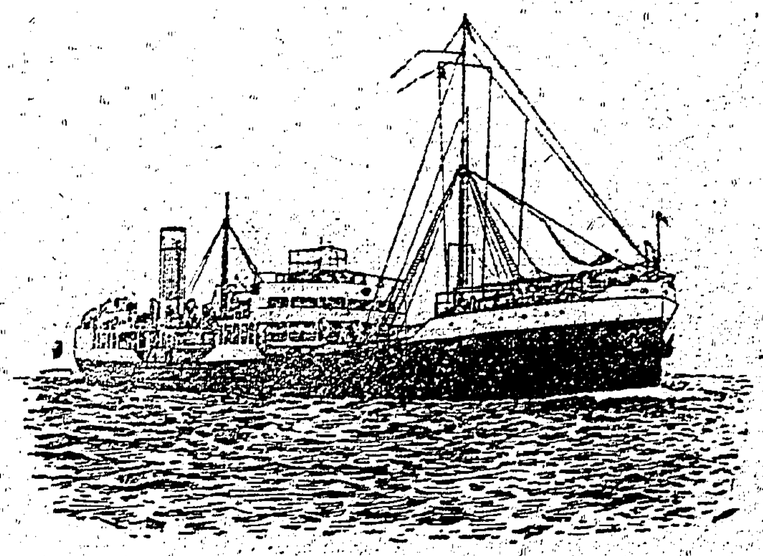

OIL TANK STEAMER "PALUDINA"
427' 0" 58' 1" 31' 0" 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:
R. M. DYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

March 30th

Arafuru, British str., 3,401 tons, Capt. A. S. Gordon, from Moji, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.

Chat Ark, American, 747 tons, Capt. R. Otero, from Manila, with a general cargo, lying at Yaumati.

Chehi, British str., 1,113 tons, Capt. A. Woodmaning, from Shanghai, with a general cargo, lying at buoy No. C19.—B. & S.

Edenton, American str., 5,457 tons, Capt. E. J. Cheshire, from Shanghai, with a general cargo, lying at buoy No. A10.—P.M.S.S. & Co.

Hakkoku Maru, Japanese str., 3,226 tons, Capt. S. Takahashi, from Singapore, with a general cargo, lying at buoy No. A20.—N.Y.K.

Herminia, Norwegian str., 1,057 tons, Capt. Th. Davidson, from Bangkok, with a general cargo, lying at buoy No. C41.—Thoresen & Co.

Hok Canton, Chilean str., 288 tons, Capt. Leung Long, from Kwan Chow Wan, with a general cargo, lying at Sai-kung wharf.—Hong On & Co.

President Jackson, American str., 21,000 tons, Capt. John Griffith, from Seattle and ports, with a general cargo, lying at No. 1, Kowloon wharf.—Admiral Oriental Line.

Rhesus, British str., 1,288 Capt. J. H. Danbey, from Singapore, with a general cargo, lying at Hoi-tong wharf.—B. & S.

Van Vollenhoven, French str., 704 tons, Capt. E. Roos, from Haiphong, with coal, lying at buoy No. C38.—Tung Lee Seng.

Yoda Maru, Japanese str., 1,329 tons, Capt. M. Murakami, from Kowlong, with coal, lying at buoy No. C47.—M.B.K.

March 31st.

Carmel, Norwegian str., from Canton, lying at buoy No. B19.

Empress of Russia, British str., 8,236 tons, Capt. A. J. Hocken, from Manila, with a general cargo, lying at No. 5, Kowloon wharf.—C.P.S.S. Ltd.

Ferm, Swedish str., from Canton, lying at Stonecutters.

Pandarus, German str., 2,822 tons, Capt. W. Rassau, from Hamburg and Manila, with a general cargo, lying at Kowloon wharf.—Arnhold & Co.

Hutchow, British str., from Canton, lying at buoy No. C44.

Coblenz, German str., 5,295 tons, Capt. Joh. Jachens, from Hamburg, with a general cargo, lying at Kowloon wharf.—Melchers & Co.

Kwangtze, Chinese str., 1,468 tons, Capt. G. L. Crawford, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

Padoe, Chinese str., 314 tons, Capt. Lai Yue, from Fort Bayard, with a general cargo, lying at Sai-kong wharf.—Tung Woo & Co.

President Adams, American str., 6,200 tons, Capt. J. Pendleburg, from New York, with a general cargo, lying No. 5, Kowloon wharf.—Dollar Steamship Line.

Ranella, British str., 2,371 tons, Capt. S. Richardson, from Shanghai, lying at Kowloon Bay.—Asiatic Petroleum & Co.

Sutgang, British str., from Canton, lying at buoy No. B8.

Szechuen, British str., 1,597 tons, Capt. J. Gibbs, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Wingkong, British str., 2,672 tons, Capt. R. A. Young, from Saigon, with rice, lying at buoy No. B31.—Williamson & Co.

Wosang, British str., from Canton, lying at buoy No. C33.

Yuen Sang, British str., 1,982 tons, Capt. P. Jowitt, from Manila, with a general cargo, lying at buoy No. C32.—J. M. & Co.

CLEARANCES.

March 30th

Glenshiel, for Shanghai.
Parthos, for Saigon.
President Lincoln, for Manila.
Sunning, for Shanghai.

March 31st.

Amherst, for Samsui.
Bandoeng Maru, for Moji
Chihli, for Canton.
Childar, for Swatow.
Coblenz, for Shanghai.
Corona, for Chin Wang Tao.
Ferm, for Keelung.
Haigang, for Canton.
Hakodate Maru, for Shanghai.
Haverland, for Shanghai.
Hokkoku Maru, for Singapore.
Hydrangea, for Swatow.
Kwangtze, for Canton.
Meriones, for Singapore.
President Adams, for Manila.
Sawahlento, for Hongay.
Suiping, for Amoy.
Taikwa Maru, for Canton.
Wah Shun, for Kwang Chow Wan.
Wong Shek Kung, for Canton.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Moota* arrived at London on March 27th at 4 p.m.

The P. & O. s.s. *Khiva* left London for China and Japan on March 28th at 6 p.m.

The P. & O. Co.'s s.s. *Soudan* left Singapore for this port on March 29th at noon, and is due here on April 4th at about 6 a.m.

The P. & O. Co.'s s.s. *Kashmir* left Singapore for this port on March 31st, at 5.30 a.m., with the outward English mails, and is due here on April 4th at about 4 p.m.

The T.K.K. s.s. *Taiyo Maru* sailed from Yokohama on March 28th for Honolulu and San Francisco.

The T.K.K. s.s. *Ginyo Maru* arrived at Yokohama on March 25th, and sailed on March 28th for South America, *viâ* Hawaii and San Francisco.

The T.K.K. s.s. *Tenyo Maru* arrived at Yokohama on March 29th and sailed on March 30th for Honolulu and San Francisco.

The s.s. *Philoctetes* (Blue Funnel Line), for Pacific ports, left Cebu on March 20th for this port, and is due here on April 2nd at noon.

The s.s. *Peleus* (Blue Funnel Line), arrived at Boston on March 29th.

The O.S.K. s.s. *Burma Maru* left Moji on March 29th and is due here on April 3rd.

PASSENGERS

ARRIVALS.

Per s.s. *President Jackson*, on March 30th:—Dr. R. E. Babilles, Miss A. Belecknauff, Mr. R. Callus, Mrs. Jas. Carnegie, Mr. Mr. G. P. Dunwan, Mr. R. Dunham, Lt.-Comdr. and Mrs. J. M. Doyle, Mr. and Mrs. Sam Ellis, Mr. and Mrs. J. B. Ferrier, Mr. J. S. Gubbay, Mr. and Mrs. Geo. R. Johnson, Mr. C. R. Judah, Dr. and Mrs. M. Klatchke, Miss D. Klatchke, Mr. W. J. Lyan, Mr. Pablo Le Loy, Mr. A. Maleehn, Mrs. D. Nissim, Mr. Thos. O'Connor, Rev. and Mrs. Harold M. Snagge, Mr. and Mrs. E. Sara, Mr. T. S. Wearn, Mr. Guy T. Barnes, Mrs. L. P. Brown, Mr. and Mrs. F. C. Jordan, Miss Bernice Jordan, Mr. Gen. Kantzler, Mr. H. Matsumoto, Mr. Chas. L. Murphy, Miss Nancy Nye, Mr. Franz Oelassen, Mr. M. Wayne, Miss H. Wayne Pierson, Miss Phyllis Pierson, Mr. C. J. Sabiston, Mr. Jose Santos, Mr. Francisco Santos, Mr. Oliver Varze, Dr. and Mrs. Carl Zapp, and Mr. Carlos Zapp.

Per s.s. *Empress of Russia*, on March 31st:—For Hongkong: Mrs. W. E. Douglas, Mr. C. A. Goldenberg, Mr. R. E. Murphy, Mr. J. J. Nialon, Mr. E. F. L. Saurdee, Mr. and Mrs. A. T. Senior, Mr. G. Thomas, Mr. and Mrs. Tianny, Mr. J. Turton, Mr. E. P. Williams, Mr. T. Henry, Capt. Tenner, Mr. and Mrs. W. S. Heaton, Mr. C. P. Stuverts, Mr. R. E. Cutler, Miss E. R. Cunningham, Mr. F. Nierras, Mr. A. H. Phillips, Mr. H. D. Robison, Mr. J. Simpson, Mr. A. R. Eichler.

Per s.s. *President Adams*, from New York, via ports, on March 31st:—Mrs. M. L. Haas, Mrs. M. L. Harris, Miss W. L. Harris, Mrs. I. G. Larkin, Master L. Larkin, Mr. L. L. Rocke, Mrs. C. W. Tuson, Mrs. Josephine Biedler, Mr. and Mrs. W. H. Carong, Miss C. M. Caron, Mrs. Marie Hanlon, Mrs. A. L. Johnson, Mrs. A. D. Morris, Mr. and Mrs. E. K. Foster, Mr. John Newton, Mr. and Mrs. A. M. Shields, Mr. and Mrs. W. J. Warmsley, Mr. and Mrs. J. F. Ballard, Miss R. C. Ballard, Mr. J. M. Blamberg, Mr. Rene Chalhoub, Miss Virginia Clary, Mr. and Mrs. S. P. Clements, Mr. and Mrs. G. A. Jeffery, Mr. L. E. Atkinson, Mr. A. Muller, Mr. H. Muller, Miss E. Muller, Madam N. Mr. De Negri, Mrs. M. Perrar, Miss Ena M. Thomas, Dr. and Mrs. M. Bumimovitch, Mrs. L. M. Carver, Mr. and Mrs. H. W. Chen, Mr. T. P. Cranston, Rev. E. P. Dempsey, Mr. W. S. Dunkin, Mrs. Nora Galvin, Miss Irene Galvin, Mr. and Mrs. C. J. Gilbert, Mrs. J. J. Gilbert, Miss Mabel M. Meyer, Mr. Miles Meyer, Mr. and Mrs. P. Muller, Mr. and Mrs. J. C. Mullins, Master J. C. Mullins, Capt. G. W. Neals, Mr. Emil Rabe, Mrs. E. Signor, Mr. W. J. Witcomberg, Mr. S. Hirshenhorn, Miss A. M. Young, Mr. and Mrs. R. Deming, jr., Mr. F. T. Fisher, Mr. H. A. Hensley, Col. T. W. Moore, Mr. Frank Pratt, and 46 third-class passengers.

VESSELS EXPECTED

Miye Maru (O.S.K.), due April 2nd.
Andre Lebon (M.M.), due 2nd April.
Aogo Maru (T.K.K.), due April 6th.
Atsuta Maru (N.Y.K.), due April 8th.
Autolycus (Blue Funnel Line), due April 13th.
Ashimaha (Blue Funnel), due April 25th.
Chambord (M.M.), due April 7th.
Empress of Australia due April 10th.
Helenus (Blue Funnel Line), due April 7th.
Hawea (B.I. & Apcar), due to-day.
Patroclus (Blue Funnel), due April 14th.
Paul Lecat (M.M.), due April 21st.
President Jefferson, (Admiral), due April 11th.

14,000-TON GLEN CARGO LINER.

THE LAUNCH OF "GLENSHIEL."

The launch of the new 14,000-ton motor cargo ship *Glenshiel* for the Glen Line took place from Harland and Wolff's Belfast yard at the end of last month. She is the fifth vessel of the same size for these owners, and will be engaged on the Far Eastern service. The length is 502 ft. overall 485 ft. b.p.s., with a beam of 62 ft. and a depth of 39 ft. 6 ins., the gross tonnage being 9,500.

The propelling plant is similar to that installed in the previous vessels and also in the five ships of equal size built for the Royal Mail Steam Packet Co., and the Holland America Line. It comprises two 3,000 i.h.p. six-cylinder single-acting sets of the normal Harland and Wolff four-cycle class, with cylinders 740 mm. bore and 1,150 mm. stroke. The speed is about 110 r.p.m.

An interesting modification has been made for the first time in connection with the auxiliary plant. In the previous vessels there have been four 100 kw. generating sets, but in the *Glenshiel* there will be only two, each of 200 kw. Moreover, instead of the usual two auxiliary electrically driven air compressors (coupled to 150 h.p. motors), there will be one driven by a 180 b.h.b. electric motor. We are inclined to think that in the past there has been too much duplication in auxiliary compressing sets, and it is not unlikely that in the future a single plant will be deemed sufficient on most ships.

The *Glenshiel* has three complete decks, together with poop, bridge and forecastle. There is a double bottom extending right fore and aft, and this is arranged to carry water ballast and fuel oil, as well as fresh water, piston-cooling water and lubricating oil. Fresh water is used for cooling the pistons.

Accommodation for about 12 passengers is arranged in a steel house on the boat deck forward, the main saloon being on the bridge deck, whilst the smoke-room is on the boat deck and is finished in polished oak. Radiators and ceiling fans are provided in the state-rooms and saloon, whilst for working cargo at night there are 18 eight-light clusters. The steering gear is electrically operated and there are 16 electrically driven winches, in addition to the electric windlass. The winches are of the seven-ton type. A fairly large refrigerating plant is installed, driven by two 32 h.p. motors, besides three smaller motors for brine and circulating water.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Russia	Apr. 3	Apr. 21	Montroyal *	May 2	May 9
Empress Australia	Apr. 18	May 7	Melita	May 14	May 21
Empress Canada	Apr. 18	May 24	Montroyal	May 30	June 6
Empress Asia	May 8	May 26	Empress Scotland	June 4	June 11
Empress Russia	May 29	June 16	Minnedosa	June 25	July 2

* Via Honolulu.

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
March 29	March 28	Empress Russia	March 29	March 31
April 26	May 2	Empress Asia	May 3	May 5
May 21	May 23	Empress Russia	May 24	May 26
June 25	June 27	Empress Asia	June 28	June 30

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THE PATHWAY OF THE SUN
"Via HONOLULU—THE PARADISE OF THE PACIFIC."

REDUCED FARE TO EUROPE.
£120 First class throughout. £112—£110 Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	LEAVE HONGKONG
KOREA MARU	20,000 tons, Apr. 8th, 1924.
SHINYO MARU	22,000 tons, Apr. 23rd (from S'hai.)
SIBERIA MARU	20,000 tons, May 5th, 1924.
TAIYO MARU	22,000 tons, May 18th to Kobe Direct.
TENYO MARU	22,000 tons, May 28th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	April 24th.
SEIYO MARU	14,000	June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full information regarding Passengers, Freight and Sailings, Apply to:—
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FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON"	Apr. 10th.
"PRESIDENT JEFFERSON"	Apr. 22nd.
"PRESIDENT GRANT"	May 4th.
"PRESIDENT MADISON"	May 16th.
"PRESIDENT McKINLEY"	May 28th.

TO EUROPE—£120—£112—£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENS JACKSON"	Apr. 1st.
"PRESIDENT JEFFERSON"	Apr. 13th.
"PRESIDENT GRANT"	Apr. 27th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
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Hongkong and Shanghai Bank Building (Ground Floor).
Telephone: Central 2477 & 2478. No. 4, Des Vœux Road.

WEATHER REPORT

March 31st at 17.50—Pressure has increased slightly over N. and central Japan. It has decreased moderately over China, and slightly over Formosa, Indo-China and the Philippines.

The anticyclone has continued moving E.N.E. and is now E. of Japan.

Hongkong rainfall for the 24 hours ending at 18 hours, 31st March, 0.08 inch. Total since January 1st, 5.77 inches, against an average of 6.20 inches.

The forecast for the 24 hours ending at 18 hours, April 1st is as follows:—

District	Forecast
Formosa Channel	N.E. or variable winds, moderate.
Hongkong to Gap Rock	E. winds, moderate; overcast, mist, or rain.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	S.E. winds, moderate.

HONGKONG TIDE TABLE.

From April 1st to 7th, 1924.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	Height.	Low Water. H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	1	m 8 13	5 1	m 1 46	1 4
		7 33 a	6 6	a 1 15 a	3 2
Wed.	2	m 8 39	5 4	m 2 22	1 5
		8 20 a	6 6	2 3 a	2 8
Thur.	3	m 9 4	5 6	m 2 54	1 7
		9 1 a	6 5	2 46 a	2 4
Fri.	4	m 9 28	5 9	m 3 23	1 9
		9 40 a	6 2	3 72 a	2 1
Satur.	5	m 9 51	6 1	m 3 50	2 2
		10 18 a	5 9	4 7 a	2 0
Sun.	6	m 10 15	6 1	m 4 16	2 4
		10 56 a	5 5	4 46 a	1 9
Mon.	7	m 10 40	6 3	m 4 41	2 8
		11 25 a	5 1	5 26 a	2 0

PACIFIC MAIL
STEAMSHIP COMPANY.
MANAGING AGENTS:—UNITED STATES SHIPPING BOARD
TRANS-PACIFIC SERVICE
FAST NEW AMERICAN STEAMERS TO
SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... ... Apr. 9th, at 6 p.m.
S.S. "PRESIDENT CLEVELAND" ... ... May 7th, at 6 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA
S.S. "PRESIDENT CLEVELAND" ... ... Apr. 27th, at Noon.

HONGKONG—CALCUTTA
FREIGHT ONLY
CALCUTTA via SINGAPORE, PENANG & RANGOON.
S.S. "LAKE FAULK" ... ... April 2nd, 1924, at 5 p.m.

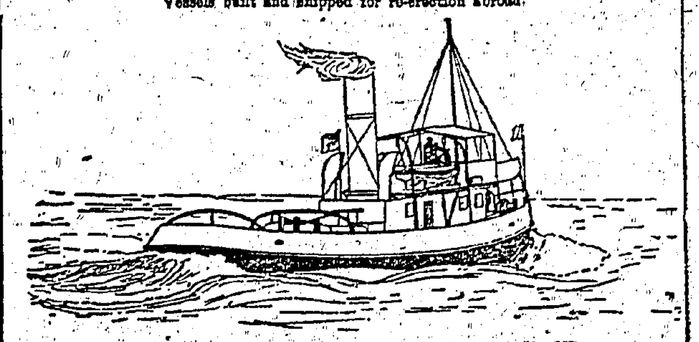
For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.
1st FLOOR, QUEEN'S BUILDING, HONGKONG.
Cable Address: "SOLANO." Tel. Central 141, " 3322. Canton Agents: HOLYOAK MASSEY & CO., LTD.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through message rates to Europe via America G.$405, G.$420, G.$440.
KAGA MARU ... ... Thursday, 3rd Apr., at 11 a.m.
IYO MARU ... ... Thursday, 17th Apr., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HARUNA MARU ... ... Wednesday, 9th Apr., at 11 a.m.
KAMO MARU ... ... Sunday, 27th Apr., at 11 p.m.
HAMBURG via LONDON & ROTTERDAM.
LYONS MARU ... ... Middle of May
LIVERPOOL via MARSEILLES & VALENCIA.
TSUSHIMA MARU ... ... Thursday, 17th Apr.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... ... Friday, 18th Apr., at 11 a.m.
AKI MARU ... ... Wednesday, 14th May, at 11 a.m.
NEW YORK & BOSTON via PANAMA.
TSUYAMA MARU ... ... Thursday, 8th Apr.
TOBA MARU ... ... Sunday, 4th May
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... ... Tuesday, 8th May
BOMBAY via Singapore & Colombo.
SADO MARU ... ... Thursday, 10th Apr.
MALACCA MARU ... ... Monday, 28th Apr.
CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU ... ... Friday, 4th Apr.
CEYLON MARU ... ... Tuesday, 8th Apr.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... ... Friday, 11th Apr.
SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU ... ... Wednesday, 9th Apr.
KASHIMA MARU ... ... Tuesday, 22nd Apr.
TSYOHASHI MARU ... ... Tuesday, 15th Apr.
For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 222, 223 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.
SHIPBUILDERS, MARINE AND LAND ENGINEERS
Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection Abroad.



OIL-FIRED TUG BOAT "LIME" BUILT BY W. S. BAILEY & CO., LTD.

Boilers. Makers Founders and Constructional Engineers and Repairers

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF CAIRO" .....18th April .....Mars., L'don., R'dam. & Hamburg

PASSENGER SERVICE.

"CITY OF CAIRO" .....18th April .....Marseilles, London, etc.

FARES TO LONDON.

SINGLE	1st Class	"A"...£ 92.	"B"...£ 84.	2nd Class	"A"...£ 62.	"B"...£56.
RETURN	"	"A"... 161.	"B"... 147.	"	"A"... 108.	"B"... 98.

Cargo Steamers, Saloon Passage £62.

NOTE—Particularly Cheap of Passage Rate by Cargo Steamers.

For further particulars apply to— THE BANK LINE, LTD. (Tel. Central 780).

to HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BRISTOL" ...	...via Suez Canal	... ...	1st Apr.
S.S. "ATREUS"	...via Suez Canal	... ...	11th Apr.
S.S. "KNARESBRO" ...	...via Suez Canal	... ...	21st Apr.
S.S. "KEEMUN"	...via Suez Canal	... ...	1st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS.

Mail Steamers.	Next Sailings from Marseilles.	Prc. Arr. at Hgkg. and Sailing for Shai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AMAZONE	—	—	13th April
ANGKOR	—	—	27th April
CHAMBORD	6th Mar.	7th Apr.	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	1st June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd " .....£ 68. 0s. 0d.

B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd " .....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. "DR. P. BENOIT" loading for MARSEILLES, HAVRE, ANTWERP & DUNKIRK about the 2nd half of April.

S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about the 27th of March.

Sailings subject to alteration without notice.

For full Particulars apply to:— MESSAGERIES MARITIMES CO., 2, QUEEN'S BUILDING.

Telephone Central 740. CONSIGNATION—TRANSIT—REPRESENTATION. 31

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	1st Apr., at 1 p.m.
HAICHING ...	Capt. A. H. Stewart	Friday,	4th Apr., at 1 p.m.
HAIHONG ...	Capt. Ellis Walker	Tuesday,	8th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Manager. 178

JAPAN COAL AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:—TOKIO.

No. 14, PEDDER STREET HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination.
"JEYPORE"	5,318	3rd April, Noon	S'pore, Penang, Colombo & B'bay.
"KHYBER"	9,014	5th April, Noon	Marseilles, L'don., A'werp. & R'dam.
"LAHORE"	5,252	13th April	Singapore & Bombay.
"NELLORE"	6,863	17th April	Mars., L'don. A'werp & R'dam.
"CHINA"	7,952	19th April	Marseilles, London & Antwerp.
"SOUDAN"	6,696	26th April	S'pore., Penang, Colombo & B'bay.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"MIRZAPORE"	6,715	8th May	S'pore., Colombo & Bombay.
"PLASSY"	7,426	17th May	Mars., London & Antwerp
"KASHMIR"	8,963	24th May	do.
"SICILIA"	6,813	25th May	S'pore., Penang, Colombo & B'bay.
"KHIVA"	9,097	31st May	Mars., London & Antwerp
"KASHGAR"	8,840	14th June	Mars., London & Antwerp.
"SOUDAN"	6,696	23rd June	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	28th June	Mars., L'don. & A'werp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	6,813	22nd July	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	26th July	Mars., L'don. & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.

BRITISH INDIA—APCAR SAILINGS

"TORILLA"	5,205	8th April	Singapore, Penang, Colombo.
"TALMA"	10,000	13th April	do.
"JAPAN"	6,053	29th April	do.
"TANDA"	6,956	6th May	do.
"TAKADA"	6,949	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	2nd Apr., 10 a.m	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Apr.	Island, Townsville, Brisbane,
"EASTERN"	4,000	28th May	Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viâ New Zealand, Vancouver,
The P. & O. Royal Mail Steamers to London viâ Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London viâ the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London viâ Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SOUDAN"	6,696	5th Apr., P.L.	Shanghai & Kobe.
"KASHMIR"	8,963	6th Apr., Noon	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"GOGRA"	5,181	7th Apr.	do.
"TANDA"	6,956	15th Apr.	do.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	5th May	do.
"SICILIA"	6,813	13th May	Shanghai.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"SOUDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"ALWAM"	10,941	18th Oct.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., 22, Des Vœux Road Central, HONGKONG. Agents.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" ... ... 2nd Apr.
S.S. "C. LOPEZ Y LOPEZ" ... ... 17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to:—

O. D. BARRETTO, 26, Central Avenue, H.O., CANTON. BOTELHO BROS., Alexandra Building, Hongkong.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE"...expected 31st March, sailing 1st April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED. (Incorporated in Great Britain) St. George's Building

Telephone: Central 313. Telegrams (Furness) [31

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOY & SHANGHAI	"SUIYANG" ...	On 1st Apr., D.L.
SWATOW & BANGKOK	"KALGAN" ...	On 1st Apr., 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 1st Apr., 4 p.m.
SHANGHAI	"SOOCHOW" ...	On 2nd Apr., D.L.
AMOY, SWATOW & SINGAPORE ...	"TAMING" ...	On 2nd Apr., 4 p.m.
SWATOW & SHANGHAI	"KANCHOW" ...	On 3rd Apr., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW" ...	On 4th Apr., D.L.
SHANGHAI	"SZECHUEN" ...	On 5th Apr., D.L.
SWATOW & SHANGHAI	"TIENTSIN" ...	On 6th Apr., 10 a.m.
HOIHOW & BANGKOK	"TEAN" ...	On 6th Apr., Noon.
AMOY & SHANGHAI	"CHIHLI" ...	On 8th Apr., D.L.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN" ...	On 8th Apr., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG" ...	On 8th Apr., 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW" ...	On 9th Apr., 2 p.m.
AMOY, SWATOW & SINGAPORE ...	"KAYING" ...	On 12th Apr., 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton Hongkong and Shanghai, leaving Hongkong Sundays (viâ Swatow and extending to Pakow), Tuesdays (viâ Amoy) Thursdays (viâ Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok viâ Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE. Agents.

TELEPHONE CENTRAL 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

For freight and passage apply to BUTTERFIELD & SWIRE.
Telephone No. Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON viâ SUEZ.

S.S. "DAGRE CASTLE" ... ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTI (FIUME.)

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S.	"NUMIDIA"	Sails about 4th April.
S.S.	"FIUME-L"	Sails about 5th April.
S.S.	"AUSSA"	Sails about 1st May.
S.S.	"DUCHESSA D'AOSTA"	Sails about 3rd May.
S.S.	"SILVIO PELLICO"	Sails about 1st June.
S.S.	"NIPPON"	Sails about 3rd June.
S.S.	"ROSANDRA"	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"VENEZIA"	Sails about 7th April.
S.S.	"NUMIDIA"	Sails about 3rd May.
S.S.	"FIUME-L"	Sails about 8th May.
S.S.	"AUSSA"	Sails about 4th June.
S.S.	"DUCHESSA D'AOSTA"	Sails about 7th June.
S.S.	"SILVIO PELLICO"	Sails about 4th July.
S.S.	"NIPPON"	Sails about 8th July.
S.S.	"ROSANDRA"	Sails about 7th August.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED, Agents.

Telephone Central 1030.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE

U.S.S.B. "West Cajoot" ... ... Due Hongkong 2nd Apr. Leave Hongkong 4th Apr.
U.S.S.B. "West Ivan" ... ... Due Hongkong 9th Apr. Leave Hongkong 11th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "West Prospect" ... ... Due Hongkong 9th Apr. Leave Hongkong 11th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION, APPLY TO STRUTHERS AND BARRY,

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. 1st Floor, Queen's Building, Phone No. Central 3068.

G. P. BRADFORD, Res. Agent. [122

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Straits	*Hoppo*	1st April
Shanghai	*Wuhu*	1st April
Shanghai	*Sinkiang*	2nd April
Straits	*Soudan*	4th April
Europe via Suez (Letters and papers, London 6th Mar., & Parcels 28th, Feb.)	*Kashmir*	4th April
Australia & Manila	*St. Albans* ..	4th April
Australia & Manila	*Kut* ...	4th April
U.S.A., Canada, Japan and Shanghai	*Pres. Jefferson* ...	11th April
U.S.A., Japan and Shanghai ...	*Pres. Garfield* ...	14th April

OUTWARD MAILS.

For	Per	Date.	
Swatow and Bangkok	*Hopsang* ...	Tuesday, 1st,	8.30 A M
Shanghai	*Peiling Maru* ..		8.30 A M
*Manila	*Pres Adams* ...		10.30 A M
Swatow, Amoy and Foochow	*Haifoong* ...		Noon
Manila	*Pres. Jackson* ...		3.30 P M
Swatow and Bangkok	*Kaigan*		1.00 P M
Wei Hei Wei	*Huichow*		2.30 P M
Saigon and Bangkok	*Kishu Maru* ..		2.30 P M
Straits, Suez and *Europe via Marseilles —due Marseilles, about 2nd May ...	*Persaus*		2.30 P M
	Wosang		5.00 P M
Swatow	*Soochow* ...		5.00 P M
Shanghai		Parcels —	5.00 P M
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 15th April. ...	*Arafura*	Wednesday, 2nd, Registration	8.00 A M
		Letters	5.30 A M
Sandakan	*Hinsang*	Wednesday, 2nd,	Noon
Straits and Calcutta	*Fooksang*		1.00 P M
Amoy	*Taming*		2.30 P M
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C. —due Vancouver, B.C., 21st Apr., and Europe via Siberia (Correspondence specially superscribed "Via Siberia" only.)	*Emp of Russia* ...	Parcels for Canada only— Wednesday, 2nd, Thursday 3rd.	5.00 P M
		Registration	9.15 A M
		Letters	10.00 A M
Manila, *Singapore and parcels only for Germany via Hamburg	*Derflinger* ..	Thursday, 3rd,	5.00 P M
Shanghai	*Liangchow* ..		5.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 4th,	Noon
Shanghai and Japan	*Soolan*		5.00 P M
		Parcels	4th, 5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 3rd May. ...	*Khyber* ...	Saturday, 5th, Registration	9.45 A M
		Letters ...	10.30 A M
	Yuensang ...		10.00 A M
Manila	*Kaijo Maru* ..	Sunday, 6th,	9.00 A M
Swatow, Amoy and Formosa	*Hai Hong* ...	Tuesday, 8th,	Noon
Swatow, Amoy & Foochow			

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"TROILUS"	7TH APR.	London, Hull, Rotterdam & Hamburg.
"GLAUCUS"	14TH APR.	London, Rotterdam & Hamburg.
"SARPEDON"	22ND APR.	Marseilles, London & Rotterdam.
"MACHAON"	28TH APR.	London, Rotterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PERSEUS"	3RD APR.	Marseilles, Havre, Liverpool & Glasgow.
"ALCINOUS"	20TH APR.	Genoa, Marseilles, Liverpool & Glasgow.
"TEUCER"	1ST MAY	Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PHILOCTETES"	9TH APR.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH MAY	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"ATREUS"	11TH APR.	via Suez and Boston.
"KEEMUN"	1ST MAY.	via Suez and Boston.
"OANFA"	21ST MAY	via Suez and Boston.

PASSENGER SERVICE

"PATROCLUS"	15TH APRIL	for Shanghai.
"SARPEDON"	22ND APRIL	for Singapore, Marseilles & London.
"PATROCLUS"	13TH MAY	for Singapore, Marseilles & London
"MENTOR"	16TH JUNE	for Singapore & London.
"ANCHISES"	14TH JULY	for Singapore, Marseilles & London.
"SARPEDON"	13TH SEPT.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
AGENTS.

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THE NEW FRENCH REMEDY

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 3s. DR. LeCLERC MED. CO., Navarlock Rd., N.W.5 London. SEE TRADE MARKED WORD "THERAPION" IN GOVT STAMP AFFIXED TO GENUINE PACKETS.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1923.

With INDEX. Price $7.50.
On sale at the *Hongkong Daily Press*

THE CHINESE MERCANTILE BANK, LTD.
華商銀行有限公司
HEAD OFFICE:
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.
83]

COMMERCIAL.

OPENING QUOTATIONS.

31st March, 1924.

On London.—	
Telegraphic Transfer ...	...2/4½
Bank Bills, on demand ...	...2/4 7/16
Bank Bills, at 30 days' sight	...—
Bank Bills, at 4 months' sight	2/4½
Credits, at 4 months' sight	...2/5
Documentary Bills, 4 months' sight	...2/5½
On Paris.—	
Bank Bills, on demand ...	— 930
Credits, 4 months' sight	... 1,030
On New York.—	
Bank Bills, on demand...	... 50¾
Credits, at 30 days' sight	... 52
On Bombay.—	
Telegraphic Transfer ...	} 169
Bank Bills, on demand ...	
On Calcutta.—	
Telegraphic Transfer ...	} 169
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	} nom.
Private, 30 days' sight...	
On Yokohama.—On demand	— 120¾
On Manila.—On demand	... 102
On Singapore.—On demand	... 101
On Batavia.—On demand ...	— 139½
On Haiphong.—On demand	... nom.
On Saigon.—On demand ...	... —
On Bangkok.—On demand...	... 73¾
Sovereign, Bank's Buying rate	...$ 50.27
Gold Leaf, 100 fine, per tael	... 50.20
Bar Silver, per oz.	... ... 33 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorised Capital $50,000,000
Issued and Fully Paid-up.. $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $25,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
D. G. M. BERNARD, Esq.—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
A. H. Compton, Esq. | J. A. Plummer, Esq.
G. T. M. Edkins, Esq. | J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak | N. L. Watson, Esq.
A. O. Lang, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 21st March, 1924. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager
Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital	£1,000,000
Reserve Fund...	£1,800,000
Reserve Liability of Proprietors...	£1,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1922. [31

THE BANK OF TAIWAN, LIMITED.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 50,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Funds	Yen 12,980,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Tokow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.

The Bank Has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Taingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH,
Manager.
HONGKONG BRANCH,
4, Des Vœux Road,
Hongkong, 15th September, 1922.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. R-13

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£2,000,000
Subscribed Capital	£1,200,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 63,499,900.00
Reserve Fund ...	Frs. 52,667,333.34

BRANCHES IN

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to Arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 10, Des Vœux Road Central, HONGKONG.

Established 1919.

Authorised Capital ...	$10,000,000.00
Paid-up Capital ...	5,000,000.00
Reserve Fund ...	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.
Hongkong, March 15th, 1924. [84

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong.
BRANCHES
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.
CORRESPONDENTS IN
London, New York, Chicago, San Francisco Vancouver, B.C., Honolulu, Singapore, Penang Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits enquiries are welcome.
T. H. MAI,
Manager.
[1065

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 73,000,000
HEAD OFFICE: YOKOHAMA.
BRANCHES and Agencies in

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de	Tsingtau
Kai-Yuen	Janeiro	Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
E. NISHIYAMA,
Manager.
Hongkong, 17th Sept., 1923. [89

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
[NETHERLANDS TRADING SOCIETY.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital ... "	80,000,000 (£6,668,670)
Reserve Fund ... ... "	19,769,180 (£1,647,430)
Special Reserves ... "	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.
LONDON BANKERS:—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent

THE BANK OF CHINA.
中國銀行
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ...	$60,000,000.00
Paid-up Capital ...	12,978,908.96
Reserve Funds ...	6,629,425.24

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Co., New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSUYEE PEL
Manager.
Hongkong, September 8th, 1921. [92

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